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**START
OF ROLL**

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*14.
Commission Meeting
Minutes
Vol 3, Part I*

VOLUME 3

PART 1

COMPLETE

MINUTES OF OREGON TRANSPORTATION COMMISSION

COVERING PERIOD

FROM

JULY 1, 1975

TO

DECEMBER 31, 1975

INDEX

TRANSPORTATION COMMISSION

MINUTES

JULY 1, 1975, THROUGH JUNE 30, 1976

The first items are listed in alphabetical order without geographic location according to Division. These are subjects which cannot be identified with a specific location, such as a County. Following, this group are items listed by County, Highway, City or Park.

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July 30, 1975
Salem, Oregon

The Oregon Transportation Commission held their regular meeting at 10 a.m. in Room 122 of the State Highway Building in Salem, Oregon. Notice of the meeting was made by press release to newspapers of general and local circulation throughout the State. Present were:

Glenn L. Jackson, Chairman
Tom Walsh, Member
Michael P. Hollern, Member
B. Gordon Coleman, Member
George M. Baldwin, Director of Transportation
Sam Haley, Deputy Director
Jack Sollis, Assistant Attorney General
F. B. Klaboe, Administrator and State Highway Engineer
Ed Hunter, Deputy State Highway Engineer
Warren Gaskill, Deputy State Parks Superintendent
Paul Burket, Administrator of Aeronautics
Dennis Moore, Administrator of Mass Transit
Harvey Ward, Deputy Administrator of Motor Vehicles
C. W. Head, Supervisor, Commission Services

There were others present from the Department of Transportation and representatives from the news media.

The Commission approved the minutes of the regular meeting of June 30, 1975.

HIGHWAY DIVISION

A list of properties needed for highways and other uses was presented by Mr. Boyd. He requested the Commission to declare by resolution the necessity of said properties for the public use to which they are to be put and to authorize him to attempt to agree with the owners of said properties as to price. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful and thereupon adopted "Condemnation Resolution No. 2636," which resolution by this reference is made a part hereof and filed in the Commission's files.

Chairman Jackson inquired about the sign removal program. Mr. Boyd stated that there are approximately 30 signs yet to purchase because of questions whether they are in commercial or industrial zones. He indicated there are approximately 300 signs remaining to come down which should be completed by the end of September, 1975.

Mr. Sollis asked if there were any questions in connection with the informational reports previously submitted to the Commission on cases tried, cases settled and institution of legal proceedings filed against the Department of Transportation since

the last Commission meeting. There were no questions. (See Exhibit G on file in the Commission's files, Salem.)

Mr. Sollis presented a quarterly report of property damage claims for the period of April 1, 1975 through June 30, 1975. During this period \$58,581.65 was collected.

Mr. Sollis reported on the experimental sign program. He stated that the Division submitted a proposal to the Federal Highway Administration and has received a report indicating that if some changes are made there is a very good chance that the State will get an experimental program for right-of-way signing for the primary highway system in three experimental areas.

The Commission considered the expenditure of \$55,000 for repairing and reconstruction costs of the "Kam Wah Chung Co." building in the City of John Day, Grant County. Mr. Gaskill said the building was constructed in 1866 and served as the local Chinese community trading post, doctor's office, pharmacy, hotel, post office, bank, etc. For several years the Division has been working with citizens in the John Day area and they are willing to assume the long-term problems of operation and maintenance if the State can repair the building. The State will have to take title to the property, make the repairs, then lease back to the City for operation. One-half of the cost will be reimbursed by the Federal Government. Upon his favorable recommendation, the Commission approved the expenditure and authorized the Administrator and State Highway Engineer to sign an agreement with the City.

Consideration was given to adopting as permanent rules "State Parks Resolution No. 37" covering the revised rules and regulations for State Parks. Mr. Gaskill stated that the Commission approved these rules and regulations as temporary rules at their March 31, 1975, meeting and they were filed with the Secretary of State on April 4, 1975. A public hearing was held on July 24, 1975, to consider the adoption of these regulations as permanent rules. Following his favorable recommendation, the Commission adopted "State Parks Resolution No. 37" as permanent rules. (The permanent rule was published in the Secretary of State's Administrative Rule Bulletin on August 15, 1975 to become effective August 25, 1975.)

Attention was given to a request from Trenor Scott to establish a gravel processing operation within the Rogue River Scenic Waterway across the river from Hogg Creek boat landing in Josephine County. Mr. Scott has informed the State that this would be a commercial operation by a contractor or lessee. The BLM has been negotiating with Mr. Scott for several years in an effort to attain a scenic easement in this area. Mr. Gaskill recommended that his request be denied as an operation of this nature would substantially impair the natural scenic beauty of this area and would be incompatible with the qualities of the scenic waterway. The Commission accepted his recommendation.

Mr. Klaboe reported on actions taken under delegated authority received for filing with the Commission records. These reports show the actions taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders: (Exhibits on file in the Commission files, Salem.)

Chairman of Oregon Transportation Commission	Exhibit A
Vice Chairman of Oregon Transportation Commission	Exhibit B
Administrator and Highway Engineer	Exhibit C
Director of Permits	Exhibit D
Right of Way Engineer	Exhibit E
State Parks Superintendent	Exhibit F
Chief Counsel	Exhibit G

Consideration was given to replacing the deck overlay and waterproofing membrane on Bridge No. 7794B in the Hubbard Interchange on the Pacific Highway, (I-5) in Clackamas County. Mr. Klaboe stated that this deck is failing and needs replacement. It was originally installed under an experimental project, Category 2, and has Federal Highway Administration approval for use of Interstate funds for removal and replacement. Upon his recommendation, the Commission gave finance approval of this project at an estimated cost of \$60,000.

Consideration was given to confirming the appointment of six additional members to the Travel Advisory Committee effective August 1, 1975. Mr. Klaboe mentioned that in January of this year the Governor suggested the Division's travel activities be given slightly new direction. His suggestions, acting upon a report of the Travel Advisory Committee, included a proposal for soliciting funds from the private sector as a part of the State's tourist advertising campaign and a proposal for increasing the membership of the Advisory Committee. He stated as directed by the Commission Chairman and the Governor, the staff has solicited nominations for the additional industry representatives on the Committee from various tourist promotional organizations throughout the State. Mr. Klaboe said that he had consulted with the Governor and his staff and with the Chairman of the Travel Advisory Committee on the nominations. The Governor's office concurs in these recommendations and the individuals have indicated a willingness to serve. With the additional six members, this will raise the number of members on the Committee to 19. The terms of four of the "public" members will expire in October 1975 after which the Committee will number 15. The Commission confirmed the appointment of the following individuals to the Committee.

Transportation - Glenn Ferris, Manager, Western Airlines, Portland.

Hotels/Motels - Robert Hull, Village Green Management Co., Cottage Grove.

Destination Resorts - Sidney K. Tworoger, Owner, Surftides Beach Resort, Lincoln City.

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Tour Operators - Paul Niskanen, President, Tour Marketing, Portland-Bend.

Chambers of Commerce - Allan Crisler, Executive Vice-President, Bend Chamber of Commerce.

Outdoor Recreation (a sixth category requested by the Governor) - Keith Petrie, Manager, Anthony Lakes Ski Area, Baker.

Attention was given to requests from Washington County, the State and the City of Bend for Federal-Aid Urban System Projects. Mr. Klaboe pointed out that these projects have been investigated and are eligible for funding under the Federal Aid Program. The Commission approved the following projects as recommended by Mr. Klaboe and authorized him to sign the agreements when prepared.

<u>Jurisdiction</u>	<u>Section</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State's Share</u>
Washington Co.	SW McEwan Rd.-SPRR Crossing, FAU 0150	\$ 40,000	\$ 40,000	\$ --
State	Beaverton-Tigard Hwy. (Multnomah & Washington Counties), Portland Central Business Dist. Section, Sunset Hwy., FAP 27 (transit corridor study)	290,000	226,000	32,000
State	Pacific Hwy.-E. Portland Freeway Sec.-Columbia River Hwy., (Multnomah County), FAP 45 (transit corridor study)	490,000	382,000	54,000
Bend	Lafayette Ave.-Newport Ave., NW Wall St., FAU 3317	110,000	85,800	12,100
	TOTAL	\$930,000	\$733,800	\$98,100

Consideration was given to the realignment of Front Avenue (Pacific Highway West) between Burnside and Hawthorne Bridges as the first phase of the City of Portland's Waterfront Development Plan using Federal Aid Urban Extension funds. Mr. Klaboe said the Federal funds are estimated at \$312,000 with the State providing approximately \$88,000 in matching funds. Following his favorable recommendation, the Commission approved the project and authorized Mr. Klaboe to sign the project agreement when prepared.

July 30, 1975

Attention was given to requests from Lane and Washington Counties for Federal Aid Secondary County Projects and cancellation of two projects in Washington County. Following his recommendation, the Commission approved the requests and authorized Mr. Klaboe to sign the agreements when prepared.

COUNTY & FAS NO.	SECTION & DESCRIPTION	PROGRAMMED AMOUNT	STATE'S SHARE
Lane 20-502 (formerly 777)	Muddy Cr. (Coburg N. Rd.) Br. Structure	\$110,000	\$12,000 (rounded)
Washington 629	Burlington Northern Railroad Crossing (Glencoe Rd.-N. Plains) Sec., Automatic Railroad Signals "G" Project--100% Federal Funds	120,000	--
	TOTAL	\$230,000	\$12,000

CANCELLATION OF
PREVIOUSLY APPROVED PROJECTS

COUNTY & FAS NO.	SECTION & DESCRIPTION	AMOUNT
Washington 566	Sunset Hwy.-SW 87th Place Sec., Barnes Rd. Grade, Base, Pave and Curb	\$188,000 (rounded)
Washington 944	SW Hunziker St.-Lower Boones Ferry Rd., 72nd Avenue Structure, Grade, Base and Pave	650,000
	TOTAL	\$838,000 (rounded)

The Commission considered approving requests for Off-System Roads Projects on rural roads and streets. Mr. Klaboe stated Federal Aid funds apportioned to Oregon under Section 219, Title 23, US Code, shall be matched by local funds. The participation rate is currently 78% Federal plus 22% local. The total estimated cost of these projects is \$3,104,800 of which \$2,421,744 will be Federal costs and \$683,056 will be the responsibility of the local agencies. There will be no cost to the State. The Chairman asked to what degree of responsibility does the State retain in reference to these Off-System Projects. Mr. Klaboe mentioned that the State does not have any financial responsibility but does have the obligation to see that the work is properly done in accordance with the specifications. Upon his recommendation, the Commission approved the projects. (List of projects in the Commission's files, Salem.)

Mr. Klaboe reported that under ORS 366.525 the counties are entitled to receive 20% of all funds received from motor vehicle taxes and fees for the period from April 1 to June 30, 1975. The amount credited to the counties totals \$6,000,818.82 and he stated that this amount was released on July 25, 1975, as apportioned by law. (List of apportionment to counties on file in Commission's files, Salem.)

Mr. Klaboe stated that an allocation of 12% of the Highway Fund to the cities for the period of April 1 to June 30, 1975 in the amount of \$3,600,491.28 was released on July 30, 1975. (A list of apportionment to the cities on file in the Commission's files, Salem.)

Mr. Klaboe presented the following informational report on projects on which bids are to be received July 31, 1975. He mentioned the projects contain an explanation of plans regarding establishing footpaths and bicycle trails.

- (1) Baldock Safety Rest Area, Pacific Highway, Clackamas County. Expansion Project. Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.
- (2) North Albany Interchange-Lebanon Road Interchange, Pacific Highway, Linn County. Roadside Improvement Project. Same as No. 1.
- (3) Chemawa Road-Hayesville Interchange, Pacific Highway, Marion County. Grading, Paving and Signing Project. Existing bikeway to be replaced in kind.
- (4) Grand Ronde River (Island City) Bridge, Walla Walla Lake Highway, Union County. Grading, Paving and Structure Project. An 8-foot wide sidewalk, which may be used by pedestrians and bicyclists, will be provided.
- (5) Ritner Creek Bridge, Kings Valley Highway, 30 Miles \pm Southwest of Salem, Polk County. Grading, Paving and Structure Project. Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Four-foot shoulders will be provided.

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- (6) Bear Creek Bridge, FAS 32-104, 2 Miles $\frac{1}{2}$ Southerly of Wallowa, Wallowa County. Structure Project. Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".
- (7) Ridge Road and Pacific Way (Gearhart), Fort Stevens and Oregon Coast Highways, in Gearhart and Hammond, Clatsop County. Traffic Signal Project.
Same as No. 1.
- (8) Oregon Coast Highway at "U" Avenue (Seaside), Clatsop County. Traffic Signal Project.
Same as No. 1.
- (9) 9th Avenue-18th Avenue (Sweet Home), Santiam Highway, Linn County. Grading, Paving and Signal Project.
Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Eight-foot and 10-foot sidewalks exist.
- (10) 7th Street (Lafayette), City Street, Yamhill County. Grading and Paving Project.
Same as No. 6.
- (11) SW 5th Street (Canyonville), City Street, Yamhill County. Grading, Paving and Curbing Project.
Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Sidewalks exist.
- (12) Saginaw Avenue (Hines), City Street, Harney County. Grading and Paving Project.
Same as No. 6.

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- (13) Park Street (Burns), City Street, Harney County. Grading and Paving Project. Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use". Four-foot shoulders will be provided.
- (14) Chiloquin Rock Production Project, 37 Miles \pm North of Klamath Falls on The Dalles-California Highway, Klamath County. Same as No. 1.
- (15) SW 4th Avenue at Verde Drive (Ontario), Olds Ferry-Ontario Highway, Malheur County. Traffic Signal Installation. Same as No. 1.
- (16) Bullards Beach State Park, 3 Miles \pm North of Bandon, Coos County. Riprap Protection Project. Same as No. 1.

The Commission considered continuing the membership in the Pacific Northwest Travel Association at an annual cost of \$4,000. Mr. Klaboe stated that the Division has been a member of the association for 40 years. As a participating member, Oregon is represented in a variety of travel shows, travel writer tours, and other promotional efforts for Oregon and the other Pacific Northwest states. Upon his favorable recommendation, the Commission approved the fee and to continue participation in the program.

Upon the recommendation of Mr. Klaboe, the Commission established the following speed zones:

- (1) 40 MPH speed zone on the Pacific Highway West in the City of Amity from 0.22 mile north of the Amity north city limits (M.P. 43.93) to the north city limits (M.P. 44.15) in Yamhill County. (Speed Zone Order No. 704)
- (2) 40 MPH speed zone on the Beaverton-Tualatin Highway in the City of Tualatin in Washington County from 300 feet north of SW Killarney Lane (M.P. 10.50) to SW Killarney Lane (M.P. 10.56) also
From 500 feet south of SW Killarney Lane (M.P. 10.66) to SW Blake Street (M.P. 10.76) (Speed Zone Order No. 706)

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- (3) 50 MPH speed zone on the Oregon Coast Highway in the community of Arch Cape in Clatsop County from a point 0.20 mile north of Hemlock Street (M.P. 34.41) to the Arch Cape Creek Bridge (M.P. 35.57). This action rescinds "Speed Zone Resolution No. 405" dated July 18, 1963. (Speed Zone Order No. 705)

Commissioner Walsh inquired if speed zones could be handled by delegated authority. Jack Sollis stated that under the statute the Commission can delegate any authority. It was moved by Commissioner Coleman and seconded by Commissioner Walsh that the establishment of speed zones be delegated to the Administrator and State Highway Engineer. Motion carried unanimously. (See Delegation Order No. 12 on file in Commission's files, Salem.)

Attention was given to an agreement with the US Geological Survey providing for cooperative investigation of the water resources in Oregon. Mr. Klaboe stated that for approximately 20 years the Division has been involved in this cooperative project which provides stream gauging and flood runoff data for small drainage basins of 10 square miles or less throughout the state. A report cataloging the stream flow data is published each year. Currently the program is financed through HPR funding and \$30,000 has been allocated from these funds for the fiscal year 1975-76. Following his favorable recommendation, the Commission approved the agreement.

Consideration was given to approving an agreement with the University of Oregon, Museum of Natural History, during the fiscal year 1976 to hire an archaeologist to investigate highway projects which result in new disturbances of areas with archaeological potential. Mr. Klaboe mentioned that the Division does not presently have an archaeologist on its staff. As a part of the environmental process under the National Environmental Policy Act, the Department of the Interior requires that a professionally trained archaeologist investigate highway projects. He indicated that the Division has approximately 30 to 40 projects annually which requires such investigations. The cost is estimated at \$30,000 and will be financed with HPR funds. Upon his recommendation, the Commission approved the agreement.

The Commission considered an agreement with the City of Hammond for the installation of a four-way flashing beacon at the Fort Stevens Highway and Ridge Road in Clatsop County. Mr. Klaboe pointed out that the State will do the work and pay all costs which is estimated at \$6,830 and will be financed with State Bond money. The State will maintain the beacon after installation and the City will pay for all power costs. The Commission approved the agreement as recommended by Mr. Klaboe.

Consideration was given to an agreement with the City of Gearhart covering the installation of a traffic signal at the intersection of Highway 101 and Pacific Way in Clatsop County. Mr. Klaboe

said the project is estimated to cost \$45,795 and will be financed with State Bond Funds. The State will pay all costs of installation and maintenance and the City will pay for the power consumption. Upon his recommendation, the Commission approved the agreement.

Attention was given to an agreement with the City of Lake Oswego for the revision of a traffic signal installation at "A" Avenue and 8th Street in Clackamas County. Mr. Klaboe stated that the State will prepare all plans, award the contract and supervise the work of the project. The estimated cost of the traffic signal revision is \$11,800 of which the City will pay the total cost. The City will also continue to maintain the traffic signal and pay for all power consumed. Following his favorable recommendation, the Commission approved the signal agreement.

The Commission considered submitting a request to the Emergency Board to increase the Parks Branch expenditure limitation by \$125,000. Mr. Klaboe stated that since the Department of Transportation was reorganized in 1973, increased DOT planning responsibilities, increased Highway Division responsibilities, (development of the Environmental Section) and other organizational realignments have contributed to crowded office space conditions in the Highway Building. He indicated the most feasible solution is to move the Parks Branch to leased space and move some units now in leased space back to the Highway Building. Following his favorable recommendation, the Commission approved the request.

AERONAUTICS DIVISION

See Page No. 1117 for Commuter Air Service Report.

The Commission considered an easement granting to the Gleneden Sanitary District the perpetual right, privilege and authority to construct, maintain and repair a sanitary sewer pumping station on a portion of the Siletz Bay State Airport property in Lincoln County. Mr. Burket mentioned that the easement will not conflict with present or future utility of the airport property by the Division. Consideration to be received by the Division is \$400. Following his favorable recommendation, the Commission approved the easement.

Attention was given to an option to acquire property rights for parcels of land adjacent to the Siletz Bay State Airport from Mr. Brooks Johnston in Lincoln County. Mr. Burket stated that this option covers a portion of the property that must be acquired on both sides of the airport to protect, what are called, transitional surfaces. Cash consideration for acquiring property rights is \$4,250. The Commission accepted the option (File No. A-6 and A-7).

July 30, 1975

MASS TRANSIT DIVISION

Mr. Moore gave a brief review of the Mass Transit Division's 1975-77 \$3,033,000 budget. (Copy of Mass Transit Division's budget on file in the Commission's files, Salem.)

Mr. Moore also gave a progress report on the Analysis of Alternatives for the Willamette Valley Experimental Transportation Project. (Copy of progress report dated July 14, 1975, on file in the Commission's files, Salem.)

MOTOR VEHICLES DIVISION

Mr. Ward reported that the gas tax revenue is approximately six percent above last year. This is in the second half of the two-year registration period and revenues are down from last year.

DEPARTMENT OF TRANSPORTATION Director's Report - Mr. Baldwin

The Commission set Wednesday, August 27, 1975, as the date for their next regular meeting.

Following Mr. Baldwin's recommendation, the Commission approved the following items prior to submitting to the Emergency Board for approval:

- (1) To participate in the 1976 National Transportation Study, the Department is requesting \$14,694 for this study allocation plus \$10,333.22 in unspent funds from the 1974 National Transportation Study. Total limitation increase of \$25,027.22 would apply to the limitation for the Office of Planning in the Oregon Department of Transportation. (Copy of abstract of the study on file in the Commission's files, Salem.)
- (2) The 1975 Legislature approved but did not fund three positions in the amount of \$121,166 for the Department of Transportation. Requesting that the limitation for the Office of Planning and Program Analysis be decreased by \$121,166 and the limitation for the Office of Administration be increased by the same amount. This action will fund these three positions.

The Commission adopted Delegation Order No. 11 as recommended by Mr. Baldwin as follows:

(continued on page 1117)

DELEGATION ORDER NO. 11

Pursuant to the provisions of ORS 184.635 and in order to provide for a more efficient and expeditious administration of the Aeronautics Division, authority is hereby delegated to the Aeronautics Administrator, Oregon Department of Transportation, to execute all deeds, contracts, agreements, ingress/egress permits, or other documents pertaining to all real property transactions.

After a 10-minute recess the Chairman reconvened the meeting at 10:40 a.m.

AERONAUTICS DIVISION

Mr. Burket showed slides to the Commission and gave a short briefing on the Oregon Commuter Air Service Project report. Copies of the summary report were previously submitted to the Commissioners. He stated that the goal of the Commuter Air Service Project was to define an intrastate air service system that would satisfy the public needs of communities throughout Oregon and define the specific policies necessary to develop the system. The major objectives of the project were to (1) provide a reliable, convenient and safe air service system within Oregon, which is coordinated with other transportation modes and community planning and development programs (2) provide a fuel-efficient service to minimize the consumption of energy (3) assist communities in obtaining local commitments (4) provide for State-level support and (5) develop and promote the defined air service. In reply to Mr. Jackson's inquiries, Mr. Burket stated that the Division is receiving support from the local community on the existing third-level lines. The La Grande-Baker operation is an excellent example of what can be done. The Crescent City-Medford service started the first of July of this year and appears to be operating satisfactorily. These airlines are generally carrying a co-pilot in instrument conditions. The Commission approved the report and complimented Mr. Burket and staff for an excellent report. (Copy of Summary Report dated May, 1975 on file in Commission's files, Salem.)

C. H. Hearn
Commission Services

July 30, 1975

The Chairman adjourned the meeting at 11:10 a.m.

Walter Dickson
Chairman

Edward Coleman
Commissioner

Tom Wahl
Commissioner

Robert McDaniel
Commissioner

Mike Allen
Commissioner

C. H. Head
Commission Services

The Chairman adjourned the meeting at 11:10 a.m.

Walter Jackson
Chairman

Godwin Coleman
Commissioner

Tom Wahl
Commissioner

Robert McCall
Commissioner

John Holman
Commissioner

C. H. Head
Commission Services

EXHIBIT A

REPORT OF CONFIRMATION OF TELEPHONE ACTION UNDER DELEGATED AUTHORITY

No. 1 Project Middle Fk. Malheur River (Acton) Bridge Section
(Contract No. 8241)
Type of Work Grading, Base and Structure F.A. Proj. No. RS-167(4)
County Harney Highway FAS 458
No. of Bidders 6 Low Bidder Coast Marine Construction, Inc., Portland
Low Bid \$ 114,735.00

Engineer's Recommendation:

Award to low bidder as soon as approval of Harney County is received and the sum of \$14,300.00 is deposited by the County.

No. 2 Project S. Fk. Big Butte Cr. (Butte Falls) Bridge Section
(Contract No. 8242)
Type of Work Structure F.A. Proj. No. RS-15-101(2)
County Jackson Highway FAS 15-101
No. of Bidders 5 Low Bidder Hamilton Construction Co., Springfield
Low Bid \$ 157,981.00

Engineer's Recommendations:

Award to low bidder as soon as approval of Jackson County is received and the sum of \$19,700.00 is deposited by the County.

No. 3 Project Hogback Summit-Lake Abert Section
(Contract No. 8243)
Type of Work Grading and Paving F.A. Proj. No. FLH-RS-1(7)
County Lake Highway Lakeview-Burns
No. of Bidders 10 Low Bidder Elting Inc., Clackamas
Low Bid \$ 1,244,373.00

Engineer's Recommendations:

Award to low bidder as soon as approval of the FHWA is received.

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 6-23-25

EXHIBIT A

No. 4 Project Daisy St.-SPR (Springfield) Section
 (Contract No. 8244)
 Type of Work Grading and Paving F.A. Proj. No. State
 County Lane Highway Springfield-Creswell Hwy. (42nd St.)
 No. of Bidders 4 Low Bidder Shur-Way Contractors, Inc., Eugene
 Low Bid \$ 79,461.77

Engineer's Recommendation:

Award to low bidder as soon as approval of the City of Springfield is received and R/W is transferred to the State.

No. 5 Project Simpson Creek Section
 Type of Work Grading, Paving and Culvert F.A. Proj. No. State
 County Lincoln Highway Corvallis-Newport
 No. of Bidders Low Bidder
 Low Bid \$

Engineer's Recommendations:

Project Postponed.

No. 6 Project Jordan Valley-Jordan Creek Section
 (Contract No. 8245)
 Type of Work Grading and Paving F.A. Proj. No. RS-23-018(2)
 County Malheur Highway I.O.N.
 No. of Bidders 7 Low Bidder Hall International, Inc., Madras
 Low Bid \$ 943,543.00

Engineer's Recommendations:

Award to low bidder.

APPROVED BY CHAIRMAN
 GLENN L. JACKSON
 DATE 6-23-25

EXHIBIT A

No. 7 Project Bellevue St. SE-Mission St. SE (Salem) Section
Grading, Paving, Structure, (Contract No. 8246)
Type of Work Signals and Illumination F.A. Proj. No. M-1555(3)

County Marion Highway FAU 1555

No. of Bidders 5 Low Bidder Ross Bros. Construction, Inc., Salem

Low Bid \$ 589,538.00

Engineer's Recommendation:

Award to low bidder as soon as approval of the
City of Salem and the FHWA is received and the
sum of \$74,440.00 is deposited by the City.

No. 8 Project Aumsville (N. Fifth St.) Section
Type of Work Grading and Paving (Contract No. 8247)
F.A. Proj. No. State

County Marion Highway City Street

No. of Bidders 3 Low Bidder North Santiam Paving Co., Stayton

Low Bid \$ 21,873.70

Engineer's Recommendations:

Award to low bidder as soon as approval of the
City of Aumsville is received as the sum of
\$2,400.00 is deposited by the City.

No. 9 Project McMinnville Willamina Sheridan Area Safety Project
(Contract No. 8248)
Type of Work Guardrail, Attenuators and Signing F.A. Proj. No. ROS-Q00S(9)

County Yamhill and Polk Highway Pacific West & Salmon River

No. of Bidders 2 Low Bidder Coral Corporation, Gladstone

Low Bid \$ 187,484.40

Engineer's Recommendations:

Award to low bidder as soon as approval of the
FHWA is received.

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 6-23-75

EXHIBIT A

No. 10 Project Sharps Corner-Diagonal Rd. Section
(Contract No. 8249) ROS-167(8)
Type of Work Grading and Paving F.A. Proj. No. RF-167(9)
County Umatilla Highway Columbia River
No. of Bidders 6 Low Bidder L. W. Vail Co., Inc., Pasco, Washington
Low Bid \$ 359,462.50

Engineer's Recommendation:

Award to low bidder as soon as approval of the
FHWA is received.

No. 11 Project Chehalem Creek (Newberg) Section
(Contract No. 8250)
Type of Work Grading, Paving, Struc. & Signing F.A. Proj. No. U-RF-52(10)
County Yamhill Highway Pacific Highway West
No. of Bidders 9 Low Bidder Peter Kiewit Sons Co., Vancouver, WA
Low Bid \$ 2,277,488.00

Engineer's Recommendations:

Award to low bidder as soon as approval of the
FHWA is received.

On June 23, 1975, I accepted the Administrator and
State Highway Engineer's recommendation for award
of the projects on which bids were received
June 19, 1975, and authorized him to sign the
contracts when conditions for the awards have been
met.

Dated this 30 day of June 1975

Glenn L. Jackson
Glenn L. Jackson, Chairman
Oregon Transportation Commission

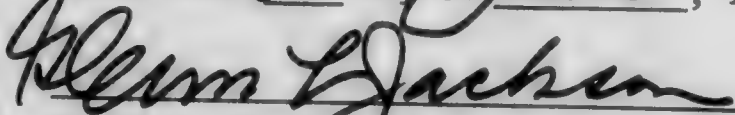
EXHIBIT A

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed on the attachment list hereto and report this action for your official records:

Dated this 30 day of June, 1975



Glenn L. Jackson, Chairman
Oregon Transportation Commission

Attachment List:

- 1) Options accepted (11) Report of June 27, 1975
- 2) Sale of 2.57 acres authorized (File 35008)

EXHIBIT A

Right of Way Report of June 27, 1975

(1)

OPTIONS TO PURCHASE REAL PROPERTY

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
16516	Ellison, Luther & James	\$ 0.00
32060	Conforth, A. L.	50.00
41967	Loken, Leland & Beulah B.	0.00
42063	Woolley, Donna	200.00
47865	Gabrielson, Francis H. & Barbara E.	125.00
48326	Metel Development Company	275.00
48613	Hermann, Arlin D.	10.00
48630	Lane County	0.00
1-196.20	Davis, Orville B.	450.00
1E-6.69	F. M. Tarbell Company	705.00
7-5.09	Stacy, Raymond	72.00
	11 Transactions	\$ 1,887.00

- (2) Sale of 2.57 + acres excess property on the Toledo-Pioneer Mountain Section of the Corvallis-Newport Highway in Lincoln County for a minimum consideration of \$1,200.00. File 35008 Real Property Resolution No. 693.

APPROVED BY CHAIRMAN

GLENN L. JACKSON

DATE 6-30-75

APPROVED


ASSISTANT RIGHT OF WAY ENGINEER
STATE HIGHWAY DIVISION

EXHIBIT A

REPORT OF CONFIRMATION OF TELEPHONE ACTION UNDER DELEGATED AUTHORITY

No. 1 Project Winchester Intchge. - Garden Valley Blvd.
 (Contract No. 8251)
 Type of Work Grading, Paving & Signing F.A. Proj. No. I-5-3(101)126
 County Douglas Highway Pacific
 No. of Bidders 3 Low Bidder S. D. Spencer & Son, Vancouver, WA.
 Low Bid \$ 1,289,441.00

Engineer's Recommendation: Award to low bidder as soon as approval from FHWA is received

No. 2 Project Motorist Service Signing Project
 (Contract No. 8252)
 Type of Work Signing F.A. Proj. No. I-5-0(4)11
 County Douglas, Josephine, Jackson Highway Pacific, S. Unit
 No. of Bidders 5 Low Bidder Stillwell Construction Co., Bellevue, WA
 Low Bid \$ 122,359.00

Engineer's Recommendations: Award to low bidder as soon as approval from FHWA is received

No. 3 Project Motorist Service Signing Project
 (Contract No. 8253)
 Type of Work Signing F.A. Proj. No. I-80N-0(5)40
 Hood River, Wasco, Sherman, Gilliam,
 County Morrow, Umatilla, Union, Highway Col. River & Old Ore. Trail
Baker & Malheur
 No. of Bidders 6 Low Bidder Stillwell Construction Co., Bellevue, WA
 Low Bid \$ 182,437.00

Engineer's Recommendations: Award to low bidder as soon as approval from FHWA is received.

APPROVED BY CHAIRMAN
 GLENN L. JACKSON
 DATE 7-1-75

EXHIBIT A

No. 4 Project Five Corners-Lakeview and Hunters Lodge Rd.-Lakeview
(Contract No. 8254) RF-32(6)
Type of Work Grading and Paving F.A. Proj. No. RS-19-002(1)
County Lake Highway Klamath Falls-Lakeview & Fremont
No. of Bidders 9 Low Bidder Kimball Construction Inc. and
Alvin L. Lindley, Medford
Low Bid \$ 678,293.00

Engineer's Recommendation: Award to low bidder as soon as approval from
FHWA is received.

No. 5 Project Veneta (Second St.)
(Contract No. 8255)
Type of Work Grading and Paving F.A. Proj. No. --
County Lane Highway City Street
No. of Bidders 2 Low Bidder Eugene Sand & Gravel, Inc., Eugene
Low Bid \$ 11,252.20

Engineer's Recommendations: Award to low bidder.

No. 6 Project Lyons (14th and 15th Streets)
(Contract No. 8256)
Type of Work Paving F.A. Proj. No. --
County Linn Highway City Streets
No. of Bidders 2 Low Bidder North Santiam Paving Co., Stayton
Low Bid \$ 12,255.00

Engineer's Recommendations: Award to low bidder

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 7-1-75

EXHIBIT A

No. 7 Project Detroit (D and Patton Streets)
(Contract No. 8257)
Type of Work Grading and Paving F.A. Proj. No. --
County Marion Highway City Streets
No. of Bidders 2 Low Bidder North Santiam Paving Co., Stayton
Low Bid \$ 20,540.00
Engineer's Recommendation: Award to low bidder

No. 8 Project Rooster Rock State Park
(Contract No. 8258)
Type of Work Beach Restoration & Erosion Contr. F.A. Proj. No. --
County Multnomah Highway --
No. of Bidders 4 Low Bidder General Construction Co., Portland
Low Bid \$ 284,291.95
Engineer's Recommendations: Award to low bidder

No. 9 Project N.E. Union Ave. - N.E. 82nd Ave. Section
Grading, Paving, Barrier, (Contract No. 8259)
Type of Work Signing & Illumination F.A. Proj. No. U-323(27)
County Multnomah Highway Columbia River
No. of Bidders 3 Low Bidder K. F. Jacobsen & Co., Inc., Portland
Low Bid \$ 1,576,057.00
Engineer's Recommendations: Award to low bidder as soon as approval from FHWA is received

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 7-1-75

SECRET A

No. 10 Project Motorist Service Signing Project

(Contract No. 8260)

Type of Work Signing F.A. Proj. No. I-5-0(4)11

County Multnomah, Clackamas, Marion Highway Pacific, N. Unit

No. of Bidders 5 Low Bidder Stillwell Construction Co., Bellevue, WA

Low Bid \$ 92,403.00

Engineer's Recommendation: Award to low bidder as soon as approval from FHWA is received.

No. 11 Project SW 72nd Ave. Intchge.-SW Boones Ferry Rd.

(Contract No. 8261) SU-592(3), US-466(13),

Type of Work Grading, Paving, Signing, Signals F.A. Proj. No. I-5-5(66)293

County Washington & Clackamas Highway Beaverton-Tigard, Pacific, and FAS 943

No. of Bidders 4 Low Bidder Kearney Bros. Construction Co., Tualatin

Low Bid \$ 1,439,722.00

Engineer's Recommendations: Award to low bidder as soon as approval is received from FHWA and advance deposit is received from Clackamas County in the amount of \$110,000.

No. 12 Project Simpson Creek

(Contract No. 8262)

Type of Work Grading, Paving & Culvert F.A. Proj. No. --1

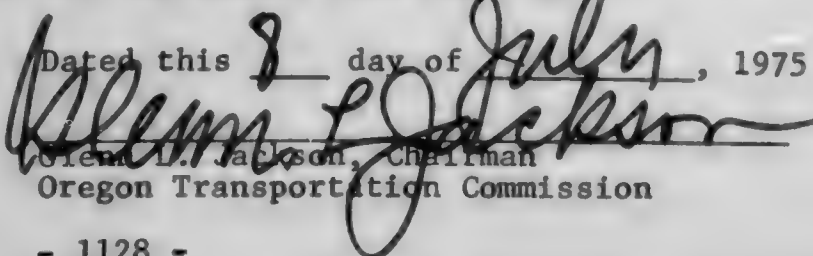
County Lincoln Highway Corvallis-Newport

No. of Bidders 2 Low Bidder Ross Bros. Construction, Inc., Salem

Low Bid \$ 76,691.00

Engineer's Recommendations: Award to low bidder

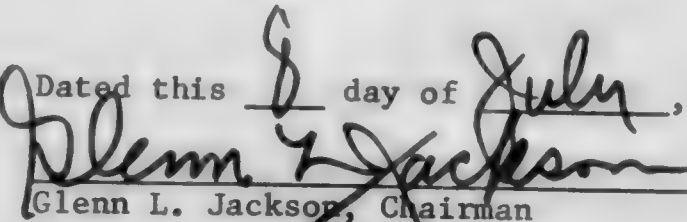
On July 1, 1975, I accepted the Administrator and State Highway Engineer's recommendations for award of the projects on which bids were received June 26, 1975, and authorized him to sign the contracts when conditions for the awards have been met

Dated this 8 day of July, 1975

Glenn L. Jackson, Chairman
Oregon Transportation Commission

ENCLOSURE A

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed on the attachment hereto and report this action for your official records.

Dated this 8 day of July, 1975

Glenn L. Jackson, Chairman
Oregon Transportation Commission

Attachment list:

- 1) Options accepted (5) Report of July 3, 1975
- 2) Sale of 7,500 sq. ft. of land authorized (File 32118)
- 3) Sale of 0.08 acre of land authorized (Files 4764 and 4766)
- 4) Sale of 0.05 acre of land authorized (File 4856)
- 5) Sale of 0.27 acre of land authorized (File 40354)
- 6) Grant of Access authorized (File 14973)
- 7) Agreement with Benton County and City of Philomath approved.

EXHIBIT A

Right of Way Report of July 3, 1975

(1) OPTIONS TO PURCHASE REAL PROPERTY

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
27898	Hopper, Ray F. & Betty	
48382	Sulak, Miles & Alice	\$ 50.00
48446	Cox, John & Charlotte	27,000.00
48471	Thayer, C. H.	1,100.00
48658	Hohenadel, Elmer J.	575.00
	5 Transactions	100.00
		<u>\$ 28,825.00</u>

- (2) Sale of 7,500 square feet + excess property on the Boardman Jct.-Irrigon Section of the Columbia River Highway Morrow County for a minimum consideration of \$1,875. File 32118. Real Property Resolution No. 694.
- (3) Sale of 0.08 acre + excess property on the Bunker Hill Overcrossing Section of the Coos River Highway, Coos County, for a minimum consideration of \$360. Files 4764, 4766.
- (4) Sale of 0.5 acre + excess property on the Forest Boundary-Long Creek Section of the Pendleton-John Day Highway, Grant County, to Frank Robbins for a minimum consideration of \$150. File 4856.
- (5) Sale of 0.27 acre + excess property on the Oro-Dell-Union Jct. Section of the Old Oregon Trail Highway, Union County to Walter S. Lovely for a minimum consideration of \$850.00. File 40354
- (6) Grant of Access unrestricted as to use at Station 1182+48 on the Camas Valley-Pacific Highway Section of the Coos Bay-Roseburg Highway, Douglas County, to Nichols Bros, Inc., for a consideration of \$200. File 14973.
- (7) Construction-finance agreement with Benton County and City of Philomath for construction of the Philomath-Corvallis Bikeway. The County and City are to be responsible for all preliminary engineering, right of way acquisition, contracting, supervision of construction and maintenance outside State right of way boundaries. The State is to participate in an amount not to exceed \$200,000 which is to be disbursed as work progresses. Plans for the project must be approved by the State and the construction will be monitored by a State Liaison Engineer. (County-City Unit)

APPROVED BY CHAIRMAN
GLENN L. JACKSON

DATE July 8, 1975

APPROVED

STATE HIGHWAY ENGINEER

DATE: 7-7-75

7/7/75
[Signature]
State Hwy. Eng.

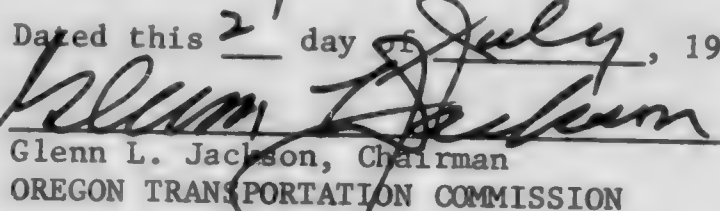
EXHIBIT A

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed on the attachment hereto and report this action for your official records.

Dated this 21 day of July, 1975


Glenn L. Jackson, Chairman
OREGON TRANSPORTATION COMMISSION

Attachment List:

- 1) Options accepted (9) \$61,075
- 2) Agreement with Federal Highway Administration approved (File 44337)
- 3) Agreement with Federal Highway Administration approved (File 47861)
- 4) Agreement with Spokane, Portland and Seattle Railway Company, Burlington Northern, Inc., Oregon-Washington Railroad & Navigation Co. & Union Pacific Railroad Company approved
- 5) Agreement with Oregon-Washington Railroad & Navigation Co. approved (File 48623)
- 6) Three agreements with Southern Pacific Transportation Company approved - Hines St. in Salem, 3rd St. in Tillamook, and L. Klamath Hwy. at Stukel
- 7) Agreement with Myrtle Point School District approved
- 8) Agreement with Southern Pacific Transportation approved (File 48426)
- 9) Agreement with Lane County approved

EXHIBIT A

1) OPTIONS TO PURCHASE REAL PROPERTY

<u>File</u>	<u>Name</u>	<u>Consideration</u>
43341	Lackey, Charlotte H.	\$ 18,550.00
47751	Mattson, Marvin E.	22,000.00
48387	McLaughlin, Howard & Mary A.	3,400.00
48470	Thayer Cattle Company	50.00
48472	Thayer, M. H. Estate	1,525.00
48475	Belisle, Albert C.	15,000.00
48513	Roseburg Lodge No. 326	100.00
1E-6.69	Crockett, George Sr.	90.00
1W-79.93	Southern Pacific Land Company	360.00
	9 Transactions	<u>\$ 61,075.00</u>

- 2) Agreement with the Federal Highway Administration to accept a Department of Transportation Highway Easement Deed for right of way across US Forest lands on the Squaw Creek Canal-Cloverdale Road Section of the McKenzie-Bend Highway within the Deschutes National Forest in Deschutes County. File 44337 (Right of Way Branch)
- 3) Agreement with the Federal Highway Administration to accept a Department of Transportation Highway Easement Deed for right of way across US Forest lands on The Dalles-California Highway within the Deschutes National Forest in Klamath County. File 47861 (Right of Way Branch)
- 4) Construction-maintenance agreement with the Spokane-Portland and Seattle Railway Company, Burlington Northern, Inc., Oregon-Washington Railroad and Navigation Company and Union Pacific Railroad Company for a rail-highway grade separation structure over the Swift Highway in North Portland, Multnomah County. (Right of Way Branch)
- 5) Highway easement construction agreement with Oregon-Washington Railroad and Navigation Co. (Union Pacific Railroad Co.) on the Irrigon Junction-Washington State Line Section of the Columbia River Highway in Morrow and Umatilla Counties. Consideration for easement is \$250. File 48623 (Right of Way Branch)
- 6) Three signalization agreements with Southern Pacific Transportation Company : (Right of Way Branch)
 - a) Grade crossing of Hines St. SE in Salem, Marion County
 - b) Grade crossing of Third St. in Tillamook, Tillamook County
 - c) Grade crossing of Lower Klamath Highway at Stukel, Klamath County.

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 7-21-75

EXHIBIT A

- 7) Agreement with Myrtle Point School District covering reconstruction of the District's Broadbent School Water System facilities in conflict with the Broadbent Project on the Powers Highway in Coos County. Included is the payment by State of \$4,250 for pipe installation and receipt by State of a quitclaim deed from the District of its interest in the right of way. (Right of Way Branch)
- 8) Agreement with the Southern Pacific Transportation for a license to cross their tracks near Coalco in connection with the Willamette Greenway near Pacific Highway East in Clackamas County. File 48426 (Right of Way Branch)
- 9) Agreement with Lane County covering improvement of the Goshen-Cottage Grove Section of Pacific Highway No. 1 (I-5). The agreement is necessary because of the realignment of a county road to provide for new ramps at the Saginaw Interchange. The County concurs with State's recommendation for road closures and agrees to accept jurisdiction of the new alignment. (County-City Unit)

Approved 7/14/75
[Signature]
Asst. State Hwy. Engr.

APPROVED

[Signature]
STATE HIGHWAY ENGINEER

DATE: 7-15-75

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 7-21-75

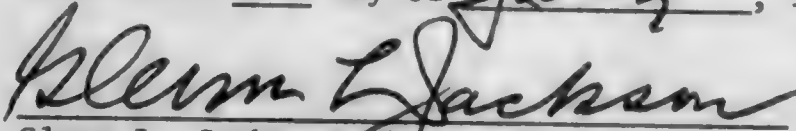
LETTER A

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed on the attachment hereto and report this action for your official records.

Dated this 22 day of July, 1975


Glenn L. Jackson, Chairman
Oregon Transportation Commission

Attachment List:

- 1) Options accepted amounting to \$3,839.75
- 2) Sale of 1.2 acre property authorized (File 18060)
- 3) Agreement with Wildlife Commission approved (File 43219)
- 4) Agreement with International Correspondence School approved
- 5) Agreement with City of Springfield approved
- 6) Agreement with City of Grants Pass approved

CREDIT

A

(1)

OPTIONS TO PURCHASE REAL PROPERTY

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
47896	Hough, Marshall	
47923	White, Kenneth & Olive V.	\$ 88.75
48479	Hunsucker, James & Eva	100.00
48480	Baker, Raymond S. & Minnie L.	25.00
48491	Curtis, Claude K. & Connie L.	25.00
48617	McLain, Fred W. & Iva A.	925.00
1E-14.70	Crown Zellerbach Corp.	200.00
4-142.15	Slocum, Blanche	600.00
62-2.69	Siuslaw Marina, Inc.	120.00
292-18.54	Shell Oil Company	120.00
17 SR's	National Advertising Company	605.00
	11 Transactions	1,031.00
		\$ 3,839.75

- (2) Sale of 1.2 acre + excess property on the Rock Point-Blackwell Hill Section of the Pacific Highway in Jackson County for a minimum consideration of \$600. We have FH/WA approval. File 18060. (Right of Way Branch)
- (3) Agreement with the Wildlife Commission for an exchange of 0.7 acre deed from Wildlife for a Permit from Highway for the purpose of operating and maintaining a parking angling and boat launching area and roadway on the Elk River-Blue River Section of the McKenzie Highway in Lane County. File 43219. (Right of Way Branch)
- (4) Agreement with International Correspondence School, a Pennsylvania corporation, whereby the school furnishes instruction materials and services to the Oregon State Highway Division. This agreement will enable the State to effect substantial cost savings for instruction materials and services by means of a "blanket registration" fee of \$150 which will cover all Highway Division employees as opposed to current policy requiring each individual to pay a registration fee of at least \$100. (Human Resource Development Section)
- (5) Agreement with City of Springfield providing for the construction of the Daisy Street-SPRR (Springfield) Section of the Springfield-Creswell Highway and the abandonment of the old alignment to the city. (County-City Unit)
- (6) A letter-form agreement with the City of Grants Pass for installation of railroad crossing protection at Fourth Street and Siskiyou Main-line tracks of the Southern Pacific Transportation Company, Crossing C-474.00. This project is eligible for 90% Federal Aid funding under Section 203 of Title II, Highway Safety Act of 1973. Total estimated cost for the work is \$57,000. City will provide the 10% (\$5,700) matching funds with no expense to State. (County-City Unit)

Approved 7/21/75
Ad. Schaefer
 Asst. State Hwy. Engr.

APPROVED BY CHAIRMAN
 GLENN L. JACKSON
 DATE 7-22-75

APPROVED
Joseph
 STATE HIGHWAY ENGINEER
 7/21/75

EXHIBIT A

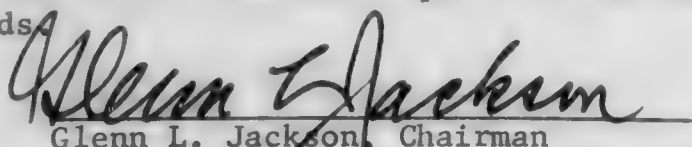
TO: Oregon Transportation Commission

SUBJECT: Report of Confirmation of Action Under Delegated Authority

1) OPTIONS TO PURCHASE REAL PROPERTY		
<u>File</u>	<u>Name</u>	<u>Consideration</u>
48568	Salem Industrial Park (Approved July 7, 1975)	\$155,700.00
48272	Evans, Rita E. (Approved July 9, 1975)	4,075.00
48586	Richards, Fred S. & Lyndall H. (Approved July 9, 1975)	<u>15,000.00</u>
3 transactions		\$174,775.00

- 2) Relinquishment of 0.1 acre \pm excess property to Lane County for right of way along Q Street in Eugene at the intersection of Q Street and the Eugene-Springfield Highway, Lane County, for no consideration. Approved June 24, 1975. (Right of Way Branch)
- 3) Agreement with Junction City Water Control District for the reconstructing of the Junction City-Airport Road Section of the Pacific Highway West in Lane County and the deepening of Amazon Channel's F crossing of the highway. Approved June 30, 1975. (Right of Way Branch)
- 4) Grant of Easement five feet in width across excess property on the Saunders Creek-Mapleton Section of the Florence-Eugene Highway in Lane County to the Mapleton Water District. Files 15786, 48234. Approved July 9, 1975. (Right of Way Branch)
- 5) Agreement between the State of Oregon and the prime contractor on Contract 7566, (La Grande-Ladd Canyon Section, Old Oregon Trail, Union County) Hughes and Ladd, Inc., and subcontractor, Davidson Bros. Contractors, for removal of crushed rock stockpiled on private property adjacent to and within view of the freeway. This is a requirement in order to completely comply with the intent of the contract specifications. No cost to State. (Approved July 8, 1975) (Region 5)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the above items and report this action for your official records.



Glenn L. Jackson, Chairman
Oregon Transportation Commission
Dated this 21st day of July, 1975

EXHIBIT B

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
VICE CHAIRMAN OF OREGON TRANSPORTATION COMMISSION

NO REPORT
(NOT APPLICABLE - NO VICE CHAIRMAN
AT THIS TIME)

EXHIBIT C

July 28, 1975

Oregon Transportation Commission


Report of Actions Taken Under Delegated Authority

On behalf of the Commission and under its authority delegated to me to approve and execute indentures of access, I approved and signed the following:

File 41967 - Hanger, Laken
Drain-Anlauf Section
Umpqua Highway, Douglas County
Approved July 8, 1975

File 32117 - Gollyhorn
Boardman Jct.-Irrigon Section
Columbia River Highway, Morrow County
Approved July 8, 1975

File 44764 - Sproul
Little Beech Creek Section
Pendleton-John Day Highway, Grant County
Approval July 21, 1975



(Signature)

Administrator & State Highway Engineer
(Title)

EXHIBIT C


REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ADMINISTRATOR AND HIGHWAY ENGINEER

On behalf of the Commission and under its authority delegated to me to award contracts when conditions have been fulfilled, I awarded the following contracts:

- 1) Middle Fork Malheur River (Acton) Bridge Section on FAS 458 in Harney County. Bids received June 19, 1975. Contract No. 8241 awarded July 11, 1975, to Coast Marine Construction, Inc., Portland, at \$114,735.
- 2) South Fork Big Butte Creek (Butte Falls) Bridge on FAS 15-101 in Jackson County. Bids received June 19, 1975. Contract No. 8242 awarded July 14, 1975, to Hamilton Construction Company, Springfield, at \$157,981.
- 3) Daisy Street-S.P.R.R. (Springfield) Section of the Springfield-Creswell Highway (42nd Street) in Lane County. Bids received June 19, 1975. Contract No. 8244 awarded July 8, 1975, to Shur-Way Contractors, Inc., Eugene, at \$79,461.77.
- 4) Bellevue Street S.E.-Mission Street S.E. (Salem) Section on FAU 1555 (12th and 13th Streets S.E.) in Marion County. Bids received June 19, 1975. Contract No. 8246 awarded July 7, 1975, to Ross Brothers Construction, Inc., Salem, at \$589,538.
- 5) North Fifth Street in Aumsville, Marion County. Bids received June 19, 1975. Contract No. 8247 awarded July 2, 1975, to North Santiam Paving Company, Stayton, at \$21,873.70.
- 6) Winchester Interchange-Garden Valley Boulevard Section of the Pacific Highway in Douglas County. Bids received June 26, 1975. Contract No. 8251 awarded July 2, 1975, to S. D. Spencer & Son, Vancouver, Washington, at \$1,289,441.
- 7) Motorist Service Signing Project of the South Unit of the Pacific Highway in Douglas, Josephine, and Jackson Counties. Bids received June 26, 1975. Contract No. 8252 awarded July 2, 1975, to Stillwell Construction Company, Bellevue, Washington, at \$122,359.
- 8) Motorist Service Signing Project on the Columbia River Highway and the Old Oregon Trail in nine counties. Bids received June 26, 1975. Contract No. 8253 awarded July 2, 1975, to Stillwell Construction Company, Bellevue, Washington, at \$182,437.
- 9) Five Corners-Lakeview and Hunters Lodge Road-Lakeview Section of Klamath Falls-Lakeview and Fremont Highways in Lake County. Bids received June 26, 1975. Contract No. 8254 awarded July 2, 1975, to Kimball Construction, Inc. and Alvin L. Lindley, Medford, at \$678,293.

EXHIBIT C

- 10) N.E. Union Avenue-N.E. 82nd Avenue Section of the Columbia River Highway in Multnomah County. Bids received June 26, 1975. Contract No. 8259 awarded July 2, 1975, to K. F. Jacobsen & Company, Inc., Portland, at \$1,576,057.
- 11) Motorist Service Signing Project of the Pacific Highway, North Unit, between Portland and Myrtle Creek in six counties. Bids received June 26, 1975. Contract No. 8260 awarded July 2, 1975, to Stillwell Construction Company, Bellevue, Washington, at \$92,403.
- 12) S.W. 72nd Avenue Interchange-S.W. Boones Ferry Road Section of the Beaverton-Tigard, Pacific Highways and FAS 943 in two counties. Bids received June 26, 1975. Contract No. 8261 awarded July 17, 1975, to Kearney Brothers Construction Company, Tualatin, at \$1,439,722.



F. B. Klaboe, Administrator and
State Highway Engineer

7-25-75

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ADMINISTRATOR AND STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

<u>Contractor and Contract No.</u>	<u>Section and Highway</u>	<u>Acceptance Date</u>
Ausland Construction Company No. 7932	Manzanita Safety Rest Area, Pacific Highway, Josephine County	June 20, 1975
Coral Corporation No. 8000	Motorist Service Signing, Columbia River and Old Oregon Trail, 6 Counties	June 24, 1975
Oceanlake Paving Co. No. 8117	Oregon Coast Highway at 23rd Drive (Lincoln City) Oregon Coast Highway, Lincoln County	June 27, 1975
Babler Bros., Inc. No. 7940	Pleasant Valley-Green Timber Road, Oregon Coast Highway, Tillamook County	June 27, 1975
Ross Bros. Construc- tion, Inc. No. 8065	Oak Knoll Bikeway U-Xing, Willamina-Salem Highway Polk County	July 3, 1975
Columbia West Materials & Constructors, Inc. No. 8130	Columbia River Highway at Brownsmead Road, Lower Columbia River Highway, Clatsop County	July 8, 1975
Hamilton Construction Company No. 8088	Rogue River (Gold Beach) Bridge, Oregon Coast High- way, Curry County	July 11, 1975
Elte, Inc. No. 8073	Pudding River Bridge, FAS 117 (Arndt Road), Clackamas and Marion Counties	July 15, 1975
L. K. Comstock & Co., Inc. No. 8070	New Lyon St. at 9th Ave. (Albany), Albany-Corvallis Highway, Linn County	July 17, 1975

EXHIBIT C


Hannan Bros. Con-
struction, Inc.
No. 8128

Taft Cemetery (Lincoln City) July 17, 1975
Oregon Coast Highway
Lincoln County

Hansen Electric Co.
No. 8078

Rogue Valley Highway at July 17, 1975
Medco Access (Medford)
Rogue Valley Highway, Jackson
County

July 30, 1975



Administrator and State Highway Engineer

EXHIBIT D

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
DIRECTOR OF PERMITS

NO REPORT

EXHIBIT E

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

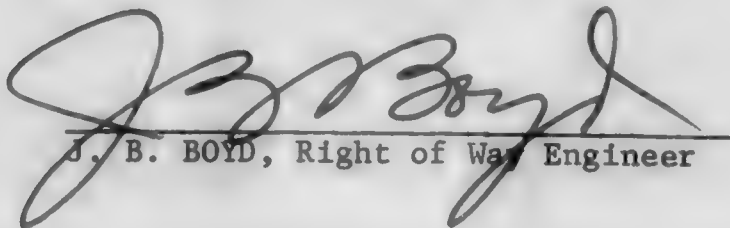
By duly adopted delegation order you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I report the following for your official records:

On behalf of the Commission and under its authority delegated to me to make formal offers to purchase real property in preparation for condemnation, I approved making the following:

BROADBENT SECTION, POWERS HIGHWAY - COOS COUNTY

R-48384 - Delbert L. Sumner et al. 0.06 acre for Right of Way purposes. Offer \$1,150.00.

Dated this 30th day of June, 1975.


J. B. BOYD, Right of Way Engineer

Re: Report of Offers Tendered - 1

EXHIBIT E

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

By duly adopted delegation order you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I report the following for your official records:

On behalf of the Commission and under its authority delegated to me to make formal offers to purchase real property in preparation for condemnation, I approved making the following:

MALHEUR RIVER (Ontario) BRIDGE SECTION, OLDS FERRY - ONTARIO
HIGHWAY - MALHEUR COUNTY

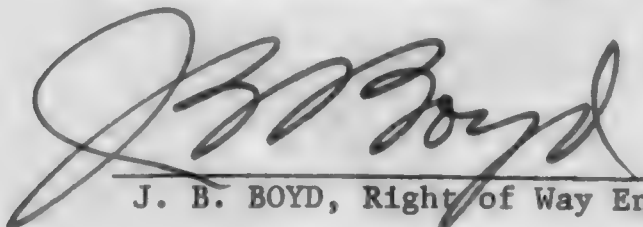
R-48478 - Alvin A. Hall et ux. 0.01 acre for Right of Way purposes. Offer \$50.00.

VAIL CREEK - SWEET HOME SECTION, SANTIAM HIGHWAY - LINN COUNTY

R-47900 - Ray W. Campeau et ux. 0.33 acre for Right of Way purposes. Offer \$725.00.

R-48122 - Shelia C. Keenon et al. 0.1 acre for Right of Way purposes. Offer \$1,800.00.

Dated this 17th day of July, 1975


J. B. BOYD, Right of Way Engineer

Re: Report of Offers Tendered - 3

EXHIBIT

E

July 28, 1975

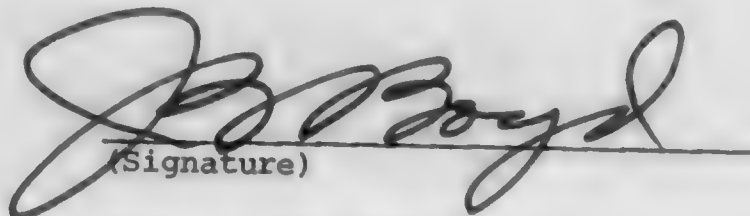
Oregon Transportation Commission

Reports of Actions Taken under Delegated Authority
Leases

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, the following reports this action for your official records.

Permit with Weyerhaeuser Company to August 12, 1979
for the microwave reflector facility on Noah Peak, Coos River Hwy.,
Coos County, for a consideration of \$3,000. File 48254
Approved July 14, 1975

Lease and Sale of Road Materials with Allied Properties to March 11,
1976 for 9.5 acres on the Frenchglen-Roaring Springs Ranch Section
of the Frenchglen Highway in Harney County. Consideration is \$10.
File 40131 Approved July 16, 1975


(Signature)

Right of Way Engineer
(Title)

EXHIBIT E

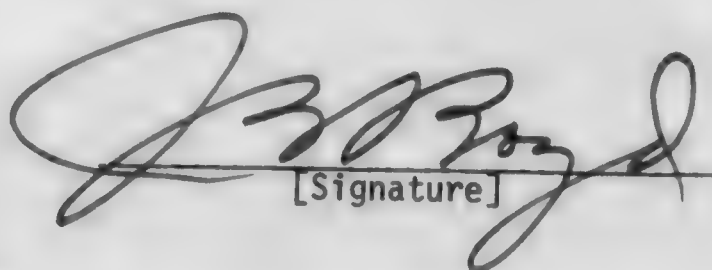
July 10, 1975

Oregon Transportation Commission
Report of Actions Taken Under Delegated Authority
Disposal of Personal Property

By your duly adopted delegation order, you authorized me in my official capacity to dispose of personal property in behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I report this action for your official records.

Disposal of Personal Property:

Miscellaneous Sales	11	\$ 14,367.68
Land Sales	5	23,650.00
Rent Revenues - June 1975		<u>64,422.71</u>
Total		\$102,440.39


[Signature]

Right of Way Engineer

EXHIBIT F

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
STATE PARKS SUPERINTENDENT

NO REPORT

EXHIBIT G

REPORT OF TRIAL OF OTHER CASES - State Defendant

Plaintiff	Cause of Action	Demands of Plaintiff	Verdict or Judgment
Sharon L. Melkonian L-7044 County: Deschutes	Personal Injury	\$48,500	\$11,883.43

Richard D. Silvey L-7047 County: Klamath	Personal Injury	\$35,800	* for State
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* Defense verdict for State and \$23,000 verdict against other named defendants.

EXHIBIT G

REPORT OF CONDEMNATION CASES SETTLED

Defendant	State's Offer	State's Highest Appraisal	Amount of Settlement
Lewis Thomas L-7120 R-48281 Section: Goat Ranch Highway: Powers County: Coos Approved by: Walter L. Barrie	\$ 600	\$ 750	\$1,500
			Date: July 18, 1975
Richard A. Duncan L-7172 R-42057 Section: Drain-Anlauf Highway: Umpqua County: Douglas Approved by: Jack L. Sollis Settled by Right of Way Department.	\$28,000		Dismissed
			Date: July 24, 1975
John W. Engle L-7189 R-42076 Section: Drain-Anlauf Highway: Umpqua County: Douglas Approved by: Jack L. Sollis Settled by Right of Way Department.	\$21,950		Dismissed
			Date: July 24, 1975
Charles W. Long L-7190 R-42081 Section: Drain-Anlauf Highway: Umpqua County: Douglas Approved by: Jack L. Sollis Settled by Right of Way Department.	\$31,400		Dismissed
			Date: July 24, 1975

EXHIBIT G

REPORT OF SETTLEMENT OR DISPOSITION OF CASES OTHER THAN CONDEMNATION

<u>Plaintiff</u>	<u>Defendant</u>	<u>Cause of Action</u>	<u>Demand of Plaintiff</u>
William R. Lewis	State of Oregon	Property Damage	\$25,000
L-7091			
County: Baker			
Disposed of by: Settled by State's insurance carrier for \$10,000.			
Julia J. Silvey	Exley Express, Inc. and State	Personal Injury	\$ 7,500
L-7048			
County: Klamath			
Disposed of by: Settled by State's insurance carrier for \$250.			
Allen Kincade	Orval Ragland	Property Damage	\$ 4,649.22
L-7056			
County: Klamath			
Disposed of by: Settled by State's insurance carrier for \$350.			
Carol Stewart	State of Oregon	Vehicle Damage	\$ 301.91
L-7082			
County: Lane			
Disposed of by: Settled by State's insurance carrier for \$301.91.			
Sylvia S. Silvey	Exley Express, Inc. and State	Personal Injury	\$45,800
L-6705			
County: Multnomah			
Disposed of by: Settled by State's insurance carrier for \$250.			

EXHIBIT G

REPORT OF CASES FILED BY AND AGAINST THE DEPT. OF TRANSPORTATION

L-7219 Kurt Link v. Raymond Massie; Elton D. Slate, Evan E. Anderson, and James N. Leinbach, dba Fred H. Slate Co. and State of Oregon: This is an action for wrongful death arising out of an accident that occurred on March 30, 1973, on the Oregon Coast Highway in the city of Coos Bay. The section of highway was under construction at the time under Contract No. 7867 and two cars collided in the construction area. The defendant, Raymond Massie, was the driver of the other car and Johanna Link was a passenger in the vehicle that collided with the one driven by Mr. Massie. The representative of the Estate of Johanna Link has asked for \$265,311 in damages.

The matter has been referred to the State's insurance carrier for the defense of the State.

L-7220 William Joseph Stephens, by his guardian ad litem, Barbara J. Schmidtke v. State Highway Commission: This claim arises out of an accident that occurred on March 13, 1974 on I-5 near mile post 165 in Lane County. The alleged cause of the accident is due to slick and icy conditions of the highway. The alleged negligence of the State is the failure to place sand or gravel on the highway to reduce the slick and icy condition. The plaintiff is seeking \$50,000.

The matter has been referred to the State's insurance carrier for the defense of the State.

L-7221 Barbara J. Schmidtke, personal representative of the Estate of Jack Laverne Stephens v. State Highway Commission: This suit arises out of the same accident as L-7220 and resulted in the death of Jack Laverne Stephens. The plaintiff is seeking \$50,000 in damages.

The matter has been referred to the State's insurance carrier for the defense of the State.

L-7222 Phillip K. Settecase, et al v. Southern Pacific Transportation Co., et al: This is a suit for a declaratory judgment to determine the interest of the various parties in a parcel of land that is being condemned by the City of Salem for a highway project. The State Highway Division is acquiring the land for the City of Salem and has instituted condemnation proceedings. This lawsuit is to have an easement for a roadway established from a public roadway into a portion of property that would otherwise be landlocked.

The matter has been referred to the Attorney General's office for handling.

L-7223 Anthony J. Maksym and Karalee Maksym v. State of Oregon: This lawsuit arises out of an accident which occurred on Interstate 5 at milepost 293.53 on April 12, 1973, in Multnomah County. The alleged negligence of the highway employee is that he walked across a highway in front of an oncoming vehicle causing the driver to slam on his brakes and skid off of the highway into the ditch. The lawsuit is in the amount of \$746.75.

The matter has been referred to the State's insurance carrier for the defense of the State and its employee.

L-7224 Joe D. Sproles v. George D. Spencer and State of Oregon: This lawsuit arises out of an accident which occurred on March 24, 1975, when the plaintiff was a passenger in an automobile and was struck by a rock that fell from a cliff in the vicinity of Mt. Nebo on I-5, in Douglas County. The lawsuit is in the amount of \$550,000. The contractor on the job, George D. Spencer, dba S. D. Spencer & Son, has also been named defendant.

The matter has been referred to the State's insurance carrier for the defense of the State.

August 27, 1975
Salem, Oregon

The Oregon Transportation Commission held their regular meeting at 10 a.m. in Room 122 of the State Highway Building in Salem, Oregon. Notice of the meeting was made by press release to newspapers of general and local circulation throughout the State. Present were:

Glenn L. Jackson, Chairman
Robert L. Mitchell, Secretary
Tom Walsh, Member
Michael P. Hollern, Member
B. Gordon Coleman, Member
George M. Baldwin, Director of Transportation
Walt Barrie, Chief Counsel
F. B. Klaboe, Administrator and State Highway Engineer
E. S. Hunter, Acting Deputy State Highway Engineer
J. B. Boyd, Right of Way Engineer
David Talbot, State Parks Superintendent
Paul Burket, Administrator of Aeronautics
Dennis Moore, Administrator of Mass Transit
Chester Ott, Administrator of Motor Vehicles
C. W. Head, Manager, Commission Services

There were others present from the Department of Transportation and representatives from the news media.

The Commission approved the minutes of the regular meeting of July 30, 1975.

HIGHWAY DIVISION

A list of properties needed for highways and other uses was presented by Mr. Boyd. He requested the Commission to declare by resolution the necessity of said properties for the public use to which they are to be put and to authorize him to attempt to agree with the owners of said properties as to price. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful and thereupon adopted "Condemnation Resolution No. 2637," which resolution by this reference is made a part hereof and filed in the Commission's files.

The Commission considered an agreement with Multnomah County for studies on a functional replacement of Rocky Butte Jail (Phase I) due to the location of the Washington State line N.E.-Siskiyou Street Section of the East Portland Freeway (I-205 corridor). Mr. Boyd stated that Sheriff Lee Brown of Multnomah County will be in charge of the project and with a rational study over the next twelve months determine the physical plant along with correctional programs under the replacement concept. The total cost of the study shall not exceed \$130,000. The functional replacement is a concept under the Federal Program Manual. This study has been coordinated with the Federal Highway Administration and he recommended approval. The Chairman approved the agreement on behalf of the Commission and authorized Mr. Klaboe to sign the document.

The Commission considered a report and recommendation which had previously been mailed to them by Mr. Boyd concerning the disposal of properties presently owned by the Commission on the Mt. Hood Freeway in the City of Portland and Multnomah County. Mr. Boyd mentioned that the State has possession of 415 parcels of real property of which 248 have had their improvements removed and 167 are being rented. The properties cost \$7,800,000 to acquire which includes all identifiable costs, appraisal, relocation, closing costs, etc. It is estimated a value remaining of \$5,000,000 against which will be the cost to sell and will include appraisals, advertising, closing costs, etc. Following Mr. Boyd's recommendation, the Commission authorized Mr. Klaboe to appoint a task force to study the possible methods of disposal for consideration before the Commission at some future date. The Commission accepted his recommendation. (Copy of report and recommendation on file in the Commission files, Salem.)

Mr. Barrie asked if there were any questions in connection with the informational reports previously submitted to the Commission on cases tried, cases settled and institution of legal proceedings filed against the Department of Transportation since the last Commission meeting. There were no questions. (See Exhibit G on file in the Commission's files, Salem.)

Consideration was given to adopting the temporary rules as permanent rules pertaining to the use of hang gliders in State Parks and specifically at Cape Kiwanda State Park in Tillamook County. Mr. Talbot stated that a public hearing was held in Tillamook on July 28, 1975, to obtain public testimony. The testimony received from the participants was generally supportive of the proposed rules and regulations. Following his recommendation, the Commission approved the adoption of permanent rules pertaining to the use of hang gliders. See "State Parks Resolution No. 38" for rules and regulations on file in Commission's files, Salem. (Permanent rules were published in the Secretary of State's Administrative Rule Bulletin on September 15, 1975, to become effective on September 25, 1975.)

Consideration was given to an agreement with the Oregon Fish and Wildlife Commission covering management of Molala State Park in Clackamas County and adjacent Willamette River Greenway properties in Marion, Yamhill, Polk and Multnomah Counties for wildlife habitat. Mr. Talbot mentioned that the agreement will expand the original agreement to include other lands presently owned by the Commission or lands which may be acquired in the future. The Commission approved the agreement as recommended by Mr. Talbot.

The Commission considered a petition to allow dory launching at Oceanside State Wayside in Tillamook County. Mr. Talbot mentioned that public hearings were held on June 17 in Tillamook and

June 18, 1975, in Portland pertaining to preliminary development plans for the Wayside property and for allowing vehicle use of launching and retrieving dories. There were approximately 60 persons that attended the Tillamook hearing and only a few spoke in support of opening the area to allow dory launching and there was no one representing the petitioners that spoke. The majority of individuals speaking were in favor of the present vehicle closure. The Portland hearing was attended by approximately 70 persons and all who spoke were in favor of the present closure. There were no speakers in favor of opening the beach to dory launching. Mr. Talbot recommended that the present "Ocean Shore Resolution No. 11a" of June 22, 1971, be retained and the request to allow dory launching at Oceanside State Wayside be denied. The Commission accepted his recommendation.

Attention was given to a request to present to the Emergency Board the creation of 20 temporary positions for cleaning up the older military installations along the Columbia River at Fort Stevens State Park in Clatsop County. Mr. Talbot stated that the staff has been working with Executive Department and have been successful in securing a \$200,000 Federal grant for the project. He indicated that the Emergency Board approved an increased expenditure in the Parks budget at their June 1975 meeting for this project. Most of the people hired would be from the Clatsop County area. Upon his recommendation, the Commission adopted the resolution authorizing Mr. Klaboe to sign and file an application with the Pacific Northwest Regional Commission for a grant. The Commission accepted the Offer of Grant and granted authority to present the request to the Emergency Board.

The Commission considered an agreement with Bardsley and Haslacher to conduct an Outdoor Recreation Activity participation telephone survey for the Statewide Comprehensive Outdoor Recreation Plan. Mr. Talbot said the basic service provided by the consultant will include questionnaires, development of Statewide random data on special forms and a ten percent accuracy and authenticity report. The cost of the agreement is not to exceed \$6,000. The Commission approved the agreement as recommended by Mr. Talbot.

Mr. Klaboe reported on actions taken under delegated authority received for filing with the Commission records. These reports show the actions taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders: (Exhibits on file in the Commission files, Salem.)

Chairman of Oregon Transportation Commission	Exhibit A
Vice Chairman of Oregon Transportation Commission	Exhibit B
Administrator and Highway Engineer	Exhibit C
Director of Permits	Exhibit D
Right of Way Engineer	Exhibit E
State Parks Superintendent	Exhibit F
Chief Counsel	Exhibit G

Mr. Klaboe reported that under ORS 366.525 the counties are entitled to receive 20 percent of all funds received from motor vehicle taxes and fees. For the month of July 1975 the amount credited to the counties totals \$2,212,322.47 which amount was released on August 22, 1975 as apportioned by law. (List of apportionment to counties on file in the Commission's files, Salem.)

Mr. Klaboe stated that an allocation of 12 percent of the Highway Fund to the cities for the month of July 1975 in the amount of \$1,327,393.48 was released on August 25, 1975. (A list of apportionment to the cities on file in the Commission's files, Salem.)

The Commission considered renovation of the large Conference Room in the State Highway Building in Salem. Mr. Klaboe stated the estimated cost of the proposal is \$6,000 which would include new chairs with folding tablet arms, carpeting, replacing the present microphone system, replacing the non-matching doors and woodwork, and painting. Chairman Jackson said he couldn't see how the Commission could justify these expenditures after telling delegations that the State does not have any money to spend on various projects. The Commission deferred action on this matter due to the current financial situation.

Consideration was given to approving seven Off-System Road projects on rural roads and streets. Mr. Klaboe stated the total estimated cost of these projects is \$2,219,000 of which \$1,713,660 will be Federal Aid costs and \$505,340 will be the responsibility of the local agencies. There would be no cost to the State. Upon his favorable recommendation, the Commission approved the following projects and authorized the Administrator to sign the agreements when prepared.

COUNTY OR CITY	PROJECT	AMOUNT
Clackamas	Petes Mountain Rd. (Weis Br.)	\$462,000
Clatsop	Klaskaninie River (Rock Bluff and Smiley's Hole Bridges)	\$190,000
Douglas	South Umpqua River (Gazley Br.)	\$345,000
Grant	Oxbow Section of the Middle Fork, John Day River Road	\$500,000
Lane	North Fork, Siuslaw Rd.	\$500,000
Canby	N. Second Ave., N. Third Ave., and N. Juniper St. Sections	\$102,000
Coquille	Collier St. (10th St. to 16th St.)	\$120,000

Mr. Klaboe presented the following informational report of projects on which bids were received August 14 and on bids to be received August 28, 1975. He mentioned the projects contain an explanation of plans regarding establishment of footpaths and bicycle trails.

AUGUST 14, 1975 BID OPENING

- (1) Barnett Rd. Undercrossing Sec., Pacific Hwy., Jackson County. Grade, Pave and Structure. Five- to eight-foot sidewalks will be provided.
- (2) Modoc Point (Units C and D) Sec., The Dalles-California Hwy., Klamath County. Grade, Pave and Rock Fallout Protection. Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use." Four-foot shoulders will be provided.
- (3) Malheur River Br. Sec., Olds Ferry-Ontario Hwy., Malheur County. Grade, Pave and Structure. Same as No. 2. Eight-foot shoulders will be provided.

AUGUST 28, 1975 BID OPENING

- (1) Nelson Point Intchge.-Spout Cr. Sec., Old Oregon Trail, (I-80N), Baker County. Rock Protection Fence Project. Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved. Ten-foot shoulders exist on I-80N.
- (2) Bluff Rd.-Teneyck Rd. (Sandy) Sec., Mt. Hood Hwy., Clackamas County. Grading, Paving and Signals Project. Grading and paving incidental to signalization. Sidewalks exist. Curb ramps are being provided.
- (3) "A" Ave. at 8th St. (Lake Oswego) Sec., FAS 680 (City Street), Clackamas County. Signal Modification Project. Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

(continued on page 1159)

- (4) Oswego Cr. Br. Sec., FAUS Rt. 0205, Clackamas County. Grading, Paving and Structure Project. Grading and paving incidental to bridge construction. Six-foot sidewalks will be provided.
- (5) Hubbard Intchge., (Southbound O'Xing Structure), Pacific Hwy. (I-5), Clackamas County. Paving Project (replacement of bridge deck surface). Ten-foot shoulders are provided on the structure.
- (6) Oregon Coast Hwy. at "U" St., Seaside, Clatsop County. Traffic Signal Project. No highway work. Class III bike lane exists on US101 in this area.
- (7) Scappoose (SE Second St.) Sec., Columbia County. Grading and Paving Project. Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established...if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".
- (8) Green Springs Hwy. Junction-Walker Ave. (Ashland) Section, Rogue Valley Hwy., Jackson County. Illumination Project. Same as No. 3.
- (9) Front St.-Mill St. (Creswell) Sec., Goshen-Divide and Springfield-Creswell Hwys., Lane County. Grade, Pave and Signals Project. Asphaltic concrete sidewalk exists. Four-foot shoulders provided.
- (10) Miller Rd.-Stemple Cr. Sec., Siletz Hwy., Lincoln County. Grading and Placing Aggregate Project. No surfacing being placed under this contract.
- (11) 13th St. SE at Hines St. SE (Salem) Sec., FAUS 5051, Marion County. Signals Project. Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved. Sidewalks exist.
- (12) Rural Ave.-Vista Ave. (Salem) Sec., Pacific Hwy. E., Marion County. Signals Project. Same as No. 11.
- (13) Memaloose Safety Rest Area-Idaho State Line Sec., Columbia River Hwy. and Old Oregon Trail between M.P. 73 and M.P. 378 (I-80N), Five Counties. Sign Shelters Project. Same as No. 3.

(continued on page 1160)

August 27, 1975

- (14) Tualatin Valley Hwy. at SW 198th Ave. Sec.,
Tualatin Valley Hwy., Washington County.
Grading, Paving and Signals Project.
Grading and paving incidental to signalization
project. Six-foot sidewalks provided.
- (15) Park St. (Burns) Sec., City Street, Malheur
County. Grading and Paving Project.
Same as No. 7.
- (16) Saginaw Ave. N. (Hines) Sec., City Street, Harney
County. Grading and Paving Project.
Same as No. 7.
- (17) Siletz River Bridges, Lincoln County. Maintenance
Painting.
Same as No. 3.

The Commission approved increases in the project authori-
zations on the following contracts as recommended by Mr. Klaboe:

- (1) Morse Bros., Contract No. 8177, Orchard Dr.-
Washington St. (Dallas) Section on the Kings
Valley Hwy. in Polk County for \$35,770.03 (14.9%).
The major increase was due to additional work on
one of the TOPICS segments which involved an
extension of the project limits on Miller Ave.
at the request of the City.
- (2) Salem Road & Driveway Co., Contract No. 8176,
Oak Crest Farm Section on Salem-Dayton Hwy. in
Polk County for \$30,211.09 (13.6%). The general
excavation and the aggregate base items will
overrun because the cut to fill quantities did
not balance during the separate traffic handling
stages. Also the excavation material required
lime treatment at subgrade level and the addi-
tion of pit run rock.

The Commission considered adopting the following proposed
rule under the Administrative Procedures Act:

The establishment of a truck route which would route Swan
Island truck traffic from and to I-5 south through the
Broadway-Weidler Interchange during the hours of 11 p.m.
to 6 a.m. in the City of Portland. The route would
utilize NE Broadway, N. Interstate Avenue (ORE99W), N.
Greeley Avenue and N. Going Street. Approval subject to
the provision that the City of Portland will bear the
cost of signing, traffic controls, lane revisions, curb
revisions at 90-degree turns and street improvements nec-
essary to reduce hazards on the truck route.

(continued on page 1161)

Mr. Robert Schroeder, Assistant State Highway Engineer, said this matter was previously presented to the Commission in September of 1974 and was referred back to the City of Portland for recommendation based on the Highway Division's evaluation. As a result of this, the City formed a Task Force Committee composed of business representatives on Swan Island, the Trucking Association, the Union, the neighborhoods, the City and the State. The main objective was to eliminate truck traffic during the hours from 8 p.m. to 6 a.m. on Going Street between I-5 and Greeley. The result of the Task Force is the recommendation which is being presented today. However, the truck route would be in operation between the hours of 11 p.m. and 6 a.m. instead of the hours 8 p.m. to 6 a.m. and would only affect the trucks which approach the Going Street interchange from the south. The result of this is that rather than having approximately 325 trucks utilizing this route, many of which would have been way out of direction, there would be approximately 125 trucks using this route. The additional costs to the truckers have been estimated at approximately \$20,000. He stated that it is the State's recommendation at this time to hold a public hearing in conformance to the Administrative Procedures Act and a final report be given to the Commission for action at a later date after the hearing has been held. The Commission accepted his recommendation. (Notice of the proposed rule was published in the Secretary of State's Administrative Rule Bulletin on September 1, 1975. A public hearing will be held at 7:30 p.m., September 10, 1975, in the Weyerhaeuser Room, Memorial Coliseum in Portland.)

Consideration was given to the improvement of the Grabb Creek-Stony Brook (westbound) Section passing bays in the vicinity of Scottsburg on the Umpqua Highway in Douglas County. Mr. Klaboe stated the estimated cost of this improvement is \$300,000. He recommended this project be contracted this summer and requested authority for the use of State Construction Funds. The Commission accepted his recommendation.

Due to recent retirements and organizational change, Mr. Klaboe said it was necessary to revise the list of individuals of the Highway Division to sign Federal reimbursement vouchers on behalf of the Commission. Following his recommendation, the Commission authorized the following personnel to sign the Federal reimbursement vouchers:

F. B. Klaboe
E. S. Hunter
L. W. Rulien
V. E. Skoog
D. E. Swan

August 27, 1975

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Consideration was given to adopting a resolution transferring from Marion County to the State 0.5 mile of a county road providing access into Champoege State Park in Marion County. Mr. Klaboe pointed out that this transfer to the State will permit relocation of the park entrance and improvement of access through the park. Upon his recommendation, the Commission adopted "Abandonment Resolution No. 554," which resolution by this reference is made a part hereof and filed in the Commission's files, Salem.

The Commission considered deleting a 1964 amendment (Through Highways and Stop Signs Resolution No. 13N) to "Through Highways and Stop Signs Resolution No. 13" dated September 21, 1949, covering the Yamhill-Newberg Highway at the intersection of Main and Illinois Streets in Newberg in Yamhill County as follows:

Except that at the intersection of Main and Illinois Streets in Newberg all traffic eastbound on the Yamhill-Newberg Highway No. 151 shall stop with the exception of that making the right turn from west to south.

Mr. Klaboe said that recent construction has greatly improved the radius of this turn and a left-turn refuge has been provided for drivers proceeding onto Main or Illinois Streets from the highway. The stop sign is no longer needed. The Commission approved the revision as recommended by Mr. Klaboe.

The Commission considered amending "Through Highways and Stop Signs Resolution No. 4" dated April 27, 1943. Mr. Klaboe mentioned that an investigation had disclosed that a combination of traffic conditions and existing highway alignment warrant the installation of a stop sign on the McKenzie Highway at the junction with the Santiam Highway in Sisters in Deschutes County. He recommended that this resolution be amended as follows:

Eastbound traffic on the McKenzie Highway No. 15 (M.P. 92.28) at the junction with the Santiam Highway No. 16 (M.P. 100.36) in Deschutes County shall be required to stop.

The Commission accepted his recommendation.

Attention was given to an agreement with the City of Sandy covering traffic signal installations at the following intersections in Clackamas County:

Mt. Hood Highway at Bluff Road
Mt. Hood Highway (Main Street) at First Street
Mt. Hood Highway at Teneyck Street
Mt. Hood Highway (Proctor Street) at First Street

Mr. Klaboe mentioned that the State would do all of the work and pay all costs of the project which is estimated at \$160,000 to be funded with State Bond money. The State will maintain the traffic signals after installation and the City will pay all power costs. Following his recommendation, the Commission approved the agreement.

Consideration was given to an agreement with Lane County and the City of Junction City covering the installation of traffic signals at the intersection of Ivy Street (Pacific Highway West) and First Avenue. Mr. Klaboe said the State will do all of the work on the project and maintain the traffic signals after installation. The estimated cost is \$40,000 which will be shared equally by the State and County. The State's share of the project will be funded by FAP-Rural funds. The City will pay for all power consumed after installation. Following his favorable recommendation, the Commission approved the agreement.

The Commission considered an agreement with the City of Phoenix covering traffic signals at the intersection of the Rogue Valley Highway and Fern Valley Road in Jackson County. Mr. Klaboe stated that the State will do all of the work on the project and maintain the signals after installation. The estimated cost is \$34,000 of which the State will pay all costs using State Bond money. The City will pay all power costs after installation. Upon his recommendation, the Commission approved the traffic signal agreement.

Attention was given to an agreement with Jackson County for a traffic signal at the intersection of the Rogue Valley Highway and Valley View Road. Mr. Klaboe pointed out that the State will do all of the work and maintain the signal after installation. The estimated cost is \$38,000 and the State will pay all costs to be funded by State Bond money. The County will pay for all power consumed after installation. Following his favorable recommendation, the Commission approved the agreement.

Consideration was given to an agreement with the City of Pendleton for the installation of traffic signals at the intersection of the Pendleton-John Day Highway with S.W. Nye Avenue in Umatilla County. Mr. Klaboe indicated that the State will do all of the work and maintain the signals after installation. The estimated cost is \$8,900 which will be shared equally by the State and City. The State's share will be funded by Region Minor Betterment funds. The City will pay all power costs after installation. The Commission approved the agreement as recommended by Mr. Klaboe.

The Commission considered the continuation of an agreement with McCann-Erickson, Inc., for the Keep Oregon Livable Program. Mr. Klaboe mentioned that for the past six years the Commission, in cooperation with the Governor's Office, has conducted an environmental education and information program called, "Keep Oregon Livable." The program seeks to create an awareness by the general public of a number of environmental issues relating to the activities of the Highway Division and to encourage all Oregonians to make an individual commitment toward the preservation of the State's unique livability. The Division is not sufficiently staffed to conduct these activities on its own. McCann-Erickson, Inc., has been engaged by an agreement for the past two years to assist with this program. The current contract expired on June 30, 1975. The Governor's Office has reviewed the program proposal and recommends

continuation. The total cost of continuing the program until June 30, 1976, is not to exceed \$46,200. The funds for the program are available within the Division's General Administration budget. Upon his favorable recommendation, the Commission approved the continuation of this program.

Attention was given to a Supplemental Agreement No. 4 with the Oregon Graduate Center for Study and Research project relative to the contribution of transportation sources to ambient air concentrations of gases and particulate pollutants. Mr. Klaboe stated this agreement extends the completion date of the original agreement to November 30, 1975, in order for the consultant to complete the study and prepare the final report. There is no additional cost to the State. Following his recommendation, the Commission approved the supplemental agreement.

The Commission considered adopting a revised resolution allowing the operation of certain vehicles on highways which are presently required to obtain special permits. Mr. Klaboe called on Mr. Hamilton, Permit Engineer, to present the proposal. Mr. Hamilton stated the resolution has been in existence for approximately twenty years. The most common types of trucking equipment are authorized to operate on Oregon's highways by this resolution. Periodically, it is necessary to update and revise the resolutions to stay in keeping with the advancements of the industry. The revised resolution would put the State in closer accord with the adjoining States and will decrease the amount of permit issuance. The principal effect of the revised resolution is as follows:

- (1) Allow the operation of 60-foot overall length tractor-semitrailer combinations wherein the semitrailer is 45 feet in length. Presently special permits are required for these combinations which have been in operation on Oregon's highways for several years. It should be noted that the present resolution allows this combination at 60 feet overall length on designated highways. This length will not change; the revision is to the trailer length, increasing it under the resolution from 40 feet to 45 feet on designated highways.
- (2) Presently, logging-type truck and trailer combinations may have an overall length of 75 feet when transporting logs, poles, pilings, and structural timbers. For other commodities, the overall length is held to 55 feet. The revision will allow 75 feet overall length when transporting any commodity. This will eliminate the need for special permits in transporting loads not of forest product nature.

(continued on page 1165)

- (3) Eliminates the need for special permits for auto transporters by allowing 48-foot load length and 14-foot height under the revised resolution. The existing overall permissible length of 75 feet for this vehicle combination will remain unchanged. Permits have routinely been issued for this vehicle. It is appropriate that it operate under resolution.
- (4) Updates highway route system for vehicle combinations of various lengths.

The vehicles affected by the proposed resolution have been operating on Oregon highways for several years under special permits, and there have been no safety problems. Allowing the operations under the blanket authority of the resolution will allow a substantial savings in paper transactions. He indicated that a public hearing was held on August 6, 1975, and the industry is very much in favor of the resolution. Following his favorable recommendation, the Commission adopted as a permanent rule "Permit Resolution No. 35," which resolution by this reference is made a part hereof and filed in the Commission's files, Salem. (Permanent rule was filed in the Secretary of State's Administrative Rule Bulletin on September 15, 1975.)

Attention was given to an agreement with Washington County for the installation of a traffic signal at the intersection of the Tualatin Valley Highway and S.W. 198th Avenue. Mr. Klaboe mentioned that the State will prepare all plans and specifications and perform the work. The State will also pay the total cost of the project which is estimated at \$55,000 and will be charged to Title II high hazard funds. After completion, the State will maintain the signal and the County will pay for all power consumed. Following his favorable recommendation, the Commission approved the agreement.

Consideration was given to an agreement with the City of Medford for the installation of a traffic signal at the intersection of Biddle Road and the interchange ramps in the southeast quadrant of the Crater Lake Highway Interchange in Jackson County. Mr. Klaboe said the State will prepare all plans and specifications and perform the work. The State will pay the total cost of the project which is estimated at \$45,000 and will be charged to Title II high hazard funds. After completion of the project, the State will maintain the signal and the City will pay for all power consumption. Upon his favorable recommendation, the Commission approved the agreement.

AERONAUTICS DIVISION

The Commission complimented Mr. Burket on his report regarding the third level air carrier program.

August 27, 1975

MASS TRANSIT DIVISION

Mr. Moore reported on the Willamette Valley Experimental Transportation Project. He stated that during the budget process the Division proposed and the Governor approved a recommendation to the Legislature to add one additional round trip of Amtrak service within the Willamette Valley for 22 months and the Division sought an appropriation of general funds in the amount of \$620,000. The Legislature placed this money in the Emergency Fund stating that this appropriation is primarily for the purpose of demonstrating the feasibility of extending Amtrak service, however, because alternatives have not been explored by the agency to the subcommittee's satisfaction, the Emergency Board may select a different mode depending upon the study findings. In the appropriation law for the Division, it says the \$620,000 may be released to the Mass Transit Division for expenditure on an inter-city transportation project, after the Division submits to the Emergency Board a detailed evaluation of alternative modes including economic analysis, technical feasibility and efficiency. The Division's proposal was based on the fact that Oregon had gone through a rather substantial energy crisis. In addition to Amtrak, the Division proposed other inter-city services and improvements, city bus system improvements, etc. Mr. Moore said the idea was to develop increased public transportation and encourage people to use it so there would be a network of public transportation in case of an energy crisis and also as an energy conservation measure. After the Legislative action, a team was organized to study the different alternatives. There were five public hearings held within the Willamette Valley and additional alternatives were received as a result of these hearings. The Division is looking at (1) car, van and bus pools (2) inter-city bus, (3) rail and (4) bus/rail combinations which seem to be the more realistic alternatives. The car, van and buspools did not receive much support from the public. He indicated there probably should be a marketing program to make the public more aware of what service is now available and what service might be added as a result of the demonstration project. Mr. Moore proposed that the studies be continued and he would give a status report to the Emergency Board's September meeting and then report back to the Commission at a future meeting with a recommendation.

The Chairman asked what the degree of interest is from the public and from the various subdivisions of government. Mr. Moore replied that it was difficult to analyze as there were only about 180 people in attendance at the five hearings. Chairman Jackson pointed out that the Commission is charged with the responsibility of setting up alternate programs to take the place of automobiles and trucks if there is a matter of national policy that the use of petroleum products will have to be reduced. It does not appear that there will be much public cooperation until there is another crisis. The Chairman said the program should be continued and asked Mr. Moore to report back to the Commission.

Mr. Moore introduced Marvin Gragg, Director of Traffic of Greyhound Lines from Phoenix, Arizona, and John Sunderland, Area

General Manager, Western Division of Greyhound Lines in Portland. Mr. Gragg said his main purpose in appearing is to state that Greyhound Lines is the principal common carrier of passengers in the Eugene and Portland area. The company went through the experience last year during the energy crisis and is aware that something similar could occur in the future. He indicated his company is willing to meet with Mr. Moore and staff regarding the type of service Greyhound could provide. Chairman Jackson thanked Mr. Gragg for his cooperation in trying to work out a feasible solution to what might be a critical situation in transportation.

MOTOR VEHICLE DIVISION

Mr. Ott presented to the Commission graphs of the motor vehicles registration fee revenue (1972 to 1975) and vehicle fuels tax cumulative net revenue (1970 to 1975). The Chairman thanked Mr. Ott for the graphs and said the Commission would be interested in receiving future reports. (Copies of graphs on file in Commission's files.)

Mr. Baldwin mentioned the Finance staff is working on a new system of revenue forecasting which will be more precise in giving a better financial picture. He indicated regular reports will be submitted to the Commission.

DEPARTMENT OF TRANSPORTATION
Director's Report

The Commission set Wednesday, September 24, 1975, as the date for the next regular meeting.

The Commission considered a consulting agreement with Robert A. Burco for conducting an analysis of the Mt. Hood Freeway alternatives and the State transportation planning policy in Multnomah County at a cost of \$1,678.04. Mr. Baldwin stated this amount includes his consulting fee, air travel, meals and lodging for five days in June and July 1975. Consideration also was given to approving Mr. Burco's (new Deputy Director of Transportation) moving allowance from Berkeley, California, to Salem in the amount of \$2,500. The Commission deferred action on these two items. After further discussion, both items were unanimously approved by the Commission. The Commission authorized the Director to sign the consultant agreement.

The Chairman adjourned the meeting at 10:50 a.m.

Glen Jackson
Chairman

Earl Coleman
Commissioner

Tom Walsh
Commissioner

Robert Mettall
Commissioner

Mike Miller
Commissioner

C. H. Head
Commission Services

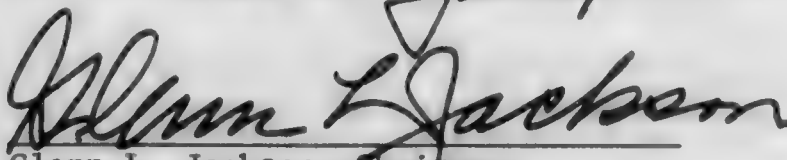
EXHIBIT A

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed on the attachment hereto and report this action for your official records.

Dated this 29 day of July, 1975


Glenn L. Jackson, Chairman
Oregon Transportation Commission

Attachment List:

- 1) Options accepted amounting to \$70,743.00
- 2) Demolition contract with Heard Construction Company approved
- 3) Agreement with Union Pacific Railroad approved (File 48443)
- 4) Agreement with the City of Ashland approved
- 5) Agreement with the City of St. Helens approved
- 6) Supplemental agreement with the City of Newberg approved

EXHIBIT A

OPTIONS TO PURCHASE REAL PROPERTY

(1)

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
21614	Fay, John P., et al	\$ 140.00
42086	Cox, Tom W. & Mary E.	43,000.00
47989	Frey, Sylvester J. & Madeline A.	7,700.00
48132	Gortler, William & Lucille	3,750.00
48490	Campbell, Thomas P. & Laverne M.	500.00
48555	Clark, J. C. & C. Ethel	2,000.00
48597	Langmack, Robert S. & Hester C.	750.00
1-78.40	City of Lebanon	3,360.00
9-116.72	National Advertising Company	4,730.00
25-1.98	National Advertising Company	1,340.00
292-18.54	Kargel, Frank	90.00
33 SR's	National Advertising Company	2,097.00
32 SR's	National Advertising Company	1,286.00
	13 transactions	\$ 70,743.00

- (2) Demolition contract with Heard Construction Company for low bid of \$6,450 for a demolition project clearing the East Portland Freeway in Portland, Multnomah County. (Right of Way Branch)
- (3) Construction agreement and easement with the Oregon-Washington Railroad and Navigation Company (Union Pacific) for relocation of railroad crossing during detour phase and lights at the permanent location of the Grand Ronde River Bridge at Island City, Wallowa Lake Highway, Union County. Consideration for easement is \$250, File 48443. (Right of Way Branch)
- (4) Sewer Line connection agreement and supplement with the City of Ashland for the Siskiyou Safety Rest Area on the Pacific Highway in Jackson County. Costs include a connection fee of \$1,425, sampling station \$950 and capital reimbursement of \$3,035. (Right of Way Branch)
- (5) Letter-form agreement with City of St. Helens for installation of railroad crossing protection at the North 17th Street crossing of the Astoria Branch tracks of the Burlington Northern Railroad, Crossing 5A-027.95. This project is eligible for 90% Federal Aid Funding under Section 230 of Title II, Highway Safety Act of 1973. Total estimated cost of the work is \$40,000. City will provide the 10% (\$4,000) matching funds with no expense to State. (County-City Unit) (Columbia County)
- (6) Supplemental throughway agreement with the City of Newberg concerning a revision of the plans for construction of the Chehalem Creek (Newberg) Section of Pacific Highway West in Yamhill County. The revision eliminates the need for closure of First Street and construction of a cul-de-sac. The original agreement of April 21, 1975, remains in full force and effect, except as expressly modified by ~~APPROVED~~ Ed Hunter (County-City Unit)

E. S. Hunter

Date

7-25-75
- 1170 -

APPROVED BY CHAIRMAN
GLENN L. JACKSON

DATE 7-29-75

State Hwy. Engr.

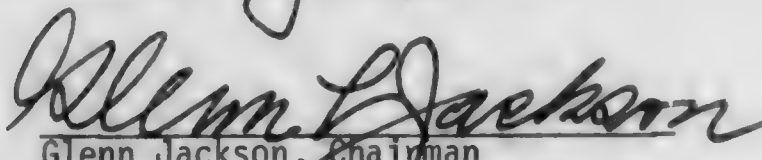
EXHIBIT A

To: Oregon Transportation Commission
Subject: Confirmation of Telephonic Action Taken Under Delegated Authority

By your duly adopted Delegation Order you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the following agreement and report this action for your official records:

On July 15, 1975, I gave approval to George Baldwin, Director of the Department of Transportation, for a supplemental professional services agreement with Lawrence Grupp for additional consulting services for the development of the Willamette Valley Transportation Plan. Cost of this supplemental agreement will not exceed \$20,000 and the term is for less than one year.

Dated 29 of July, 1975


Glenn Jackson, Chairman
Oregon Transportation Commission

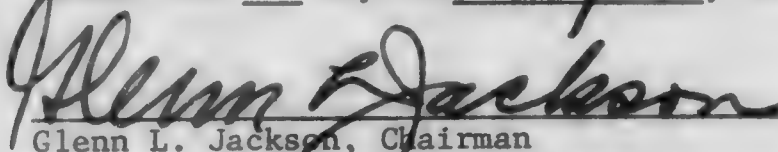
A

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed on the attachment hereto and report this action for your official records.

Dated this 4 day of aug, 1975


Glenn L. Jackson, Chairman
Oregon Transportation Commission

Attachment list:


- 1) Options accepted (8) amounting to \$5,250
- 2) Sale to Klamath County authorized (File 15460)
- 3) Sale of 1.7 acres authorized (File 44002)
- 4) Sale of 14 acres authorized (File 18056)
- 5) Sale of 3.01 acres authorized (Files 20791, 20792, and 20793)

EXHIBIT A

(1) OPTIONS TO PURCHASE REAL PROPERTY

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
19377	USA-Dept. of Interior B.P.A.	\$ 0.00
41971	Swearingen, C.D. & Lola B.	2,500.00
48697	Nelson, Anna	250.00
4-141.43	Texaco Inc.	220.00
6-306.73	Burke, James	300.00
9-192.65	Lluellyn, Lloyd & McCoy, Cleo	970.00
9-279.07	Hall, Lyle & National Advertising Co.	960.00
66-55.25	Burke, James	50.00
8 Transactions		\$ 5,250.00

- (2) Sale to Klamath County of 1.35 acres ± excess property on the Fort Klamath Section of the Crater Lake Highway in Klamath County for a minimum consideration of \$7,915, which is half of the appraised value, subject to the public use clause. File 15460. (Real Property Resolution No. 695)
- (3) Sale of 1.7 acres ± excess property on the Brookings-Winchuck River Section of the Oregon Coast Highway in Curry County for a minimum consideration of \$60,000. This supersedes the previous approval of March 18, 1975 for a minimum consideration of \$87,000. File 44002. (Real Property Resolution 696)
- (4) Sale of 14 acres ± excess property on the Rock Point-Blackwell Hill Section of the Pacific Highway in Jackson County for a minimum consideration of \$8,400. We have FHWA approval. File 18056. (Real Property Resolution No. 697)
- (5) Sale of 3.01 acres ± excess property on the Rock Point-Blackwell Hill Section of the Pacific Highway in Jackson County for a minimum consideration of \$750, retaining mineral and geothermal rights. We have FHWA approval. Files 20791, 20792, 20793.

8/1/75

 Asst. State Hwy. Engr.

APPROVED BY CHAIRMAN
 GLENN L. JACKSON
 DATE 8-4-75

EXHIBIT A

REPORT OF CONFIRMATION OF TELEPHONE ACTION UNDER DELEGATED AUTHORITY

No. 1 Project Baldock Safety Rest Area (Contract No. 8263)
 Type of Work Grading, Paving & Facilities F.A. Proj. No. I-5-5(64)283
 County Clackamas Highway Pacific
 No. of Bidders 10 Low Bidder Schrader Const. Co., Inc. -- Portland
 Low Bid \$ 1,794,541.00

Engineer's Recommendation Award to low bidder as soon as approval of the Federal Highway Administration is received.

No. 2 Project Oswego Creek (Lake Oswego) Bridge Section
 Type of Work Grading, Paving and Structure F.A. Proj. No. BR11-0205(1)
 County Clackamas Highway FAUS Route 0205
 No. of Bidders -- Low Bidder --
 Low Bid \$ --

Engineer's Recommendations: PROJECT WITHDRAWN

No. 3 Project Ridge Road and Pacific Way (Gearhart) Section
 (Contract No. 8264)
 Type of Work Traffic Signal Installation F.A. Proj. No. --
 County Clatsop Highway Ft. Stevens & Ore. Coast
L. K. Comstock & Company, Inc. --
 No. of Bidders 5 Low Bidder Albany
 Low Bid \$ 33,902.00

Engineer's Recommendations: Award to low bidder.

APPROVED BY CHAIRMAN
 GLENN L. JACKSON
 DATE 8-7-75

EXHIBIT A

No. 4 Project Oregon Coast Hwy. at "U" Ave. (Seaside) Section
Type of Work Traffic Signal Installation F.A. Proj. No. --
County Clatsop Highway Oregon Coast
No. of Bidders -- Low Bidder --
Low Bid \$ --
Engineer's Recommendation: PROJECT WITHDRAWN

No. 5 Project Bullards Beach State Park
Type of Work Riprap Slope Protection (Contract No. 8265)
F.A. Proj. No. --
County Coos Highway --
No. of Bidders 7 Low Bidder Garrett & Thomas Construction -- Dallas
Low Bid \$ 87,646.50
Engineer's Recommendations: Award to low bidder.

No. 6 Project Canyonville (S.W. 5th St.) Section
(Contract No. 8266)
Type of Work Grading and Paving F.A. Proj. No. --
County Douglas Highway City Street
No. of Bidders 3 Low Bidder Roseburg Paving, Inc. -- Roseburg
Low Bid \$ 18,766.00
Engineer's Recommendations: Award to low bidder.

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 8-7-75

--- Bid A ---

No. 7 Project Hines (Saginaw Ave. H.) Section
Type of Work Grading and Paving F.A. Proj. No. --
County Harney Highway City Street
No. of Bidders 1 Low Bidder Riverbend Construction Co. -- Portland
Low Bid \$ 28,444.00
Engineer's Recommendation: Reject bid

No. 8 Project Burns (Park St.) Section
Type of Work Grading and Paving F.A. Proj. No. --
County Harney Highway City Street
No. of Bidders 1 Low Bidder Riverbend Construction Co. -- Portland
Low Bid \$ 67,970.00
Engineer's Recommendations: Reject bid

No. 9 Project Chiloquin Rock Production
(Contract No. 8269)
Type of Work Rock Production F.A. Proj. No. --
County Klamath Highway The Dalles-California
R. J. Taggart Construction Co., Inc. --
No. of Bidders 6 Low Bidder Salem
Low Bid \$ 89,800.00
Engineer's Recommendations: Award to low bidder.

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 8-7-75

~~ADIT~~ A

No. 10 Project Main St.-S. "A" St. (Springfield) Section

Type of Work Grading and Paving F.A. Proj. No. --

County Lane Highway Springfield

No. of Bidders -- Low Bidder --

Low Bid \$ --

Engineer's Recommendation: **PROJECT WITHDRAWN**

No. 11 Project H. Albany Intchge.-Lebanon Road Intchge. Section

Type of Work Roadside Improvement (Contract No. 8270)
F.A. Proj. No. 1-5-4(82)228

County Linn Highway Pacific

No. of Bidders 6 Low Bidder Pacific Northwest Landscaping --
Lafayette

Low Bid \$ 151,551.45

Engineer's Recommendations: **Award to low bidder as soon as approval of the Federal Highway Administration is received.**

No. 12 Project 9th Ave.-18th Ave. (Sweet Home) Section
(Contract No. 8271)

Type of Work Grading, Paving & Signals F.A. Proj. No. --

County Linn Highway Santiam

No. of Bidders 3 Low Bidder Corvallis Sand & Gravel & McLesby
& Aubry -- Corvallis

Low Bid \$ 429,301.00

Engineer's Recommendations: **Award to low bidder.**

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 8-7-75

CREDIT A

No. 13 Project S.W. 4th Ave. at Verde Dr. (Ontario) Section
(Contract No. 8272)
Type of Work Traffic Signals F.A. Proj. No. --
County Malheur Highway Olds Ferry-Ontario
No. of Bidders 6 Low Bidder Hansen Electric Co., Inc. -- Coos Bay
Low Bid \$ 28,159.00

Engineer's Recommendation: Award to low bidder as soon as approval of the City of Ontario is received and the sums of \$12,090 and \$4,030 are deposited by the City and J. A. Albertson, respectively.

No. 14 Project Chemawa Rd.-Hayesville Intchge. Section
(Contract No. 8273)
Type of Work Grading, Paving, Signing and Illumination F.A. Proj. No. FF-19(6)
County Marion Highway Pacific East
No. of Bidders 5 Low Bidder Gibbons and Reed Company -- Portland
Low Bid \$ 1,438,873.00

Engineer's Recommendations: Award to low bidder as soon as approval of the Federal Highway Administration is received.

No. 15 Project Ritner Creek Bridge Section
(Contract No. 8274)
Type of Work Grading, Paving and Structure F.A. Proj. No. BRS-RS-39(3)
County Polk Highway Kings Valley
F. G. Scott Construction Company --
No. of Bidders 5 Low Bidder Salem
Low Bid \$ 412,395.45

Engineer's Recommendations: Award to low bidder as soon as approval of Polk County is received and the sum of \$26,000.00 is deposited by the County.

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 8-2-25

EXHIBIT A

No. 16 Project Grande Ronde River (Island City) Bridge Section
(Contract No. 8275)
Type of Work Grading, Paving and Structure F.A. Proj. No. BRFF-80-(9)
County Union Highway Wallowa Lake
No. of Bidders 6 Low Bidder Hamilton Construction Co. -- Springfield
Low Bid \$ 583,505.60

Engineer's Recommendation: Award to low bidder as soon as approval of the Federal Highway Administration is received.

No. 17 Project Bear Creek Bridge Section
(Contract No. 8276)
Type of Work Structure F.A. Proj. No. BRS-32-104(1)
County Wallowa Highway FAS 32-104
No. of Bidders 6 Low Bidder Weaver Construction Co. -- Union
Low Bid \$ 81,864.00

Engineer's Recommendations: Award to low bidder as soon as approval of the Federal Highway Administration and Wallowa County is received and the sum of \$10,300.00 is deposited by the County.

No. 18 Project Lafayette (7th St.) Section
(Contract No. 8277)
Type of Work Grading and Paving F.A. Proj. No. --
County Yamhill Highway City Street
No. of Bidders 4 Low Bidder Rowell and Wickersham -- McMinville
Low Bid \$ 22,736.00

Engineer's Recommendations: Award to low bidder as soon as approval of the City of Lafayette is received and the sum of \$1,200.00 is deposited by the City.

On August 7, 1975, I accepted the Administrator and State Highway Engineer's recommendations for award of the projects on which bids were received July 31, 1975, and authorized him to sign the contracts when conditions for the awards have been met.

Dated this 11 day of Aug., 1975

Glenn L. Jackson
Glenn L. Jackson, Chairman, Oregon Transp. Comm.
- 1179 -

A

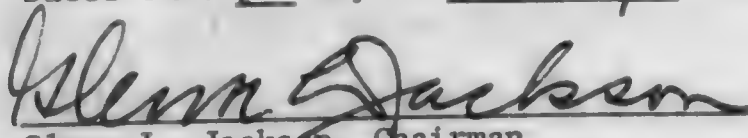
TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following agreement and report this action for your official records.

I gave telephonic approval to E. S. Hunter, Deputy Highway Engineer, on August 7, 1975, for an agreement with the Mid-Willamette Valley Council of Governments for financial assistance in the amount of \$2,200 for comprehensive planning of bikeways and footpaths within their jurisdiction.

Dated this 11 day of Aug, 1975


Glenn L. Jackson, Chairman
Oregon Transportation Commission

A

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed on the attachment hereto and report this action for your official records.

Dated this 11 day of Aug, 1975

Glenn L. Jackson
Glenn L. Jackson, Chairman
Oregon Transportation Commission

Attachment List:

- 1) Options accepted (16) totaling \$7,448
- 2) Sale of 17.86 acres authorized (File 22148)
- 3) Sale of 1.33 acres authorized (File 19477)
- 4) Contract with Oregon Home Improvement Co. approved (File 44439)
- 5) Agreement with City of Forest Grove approved
- 6) Agreement with Marion County approved

EXHIBIT A

(1) OPTIONS TO PURCHASE REAL PROPERTY

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
20496	Vaughan, James L. & Osher, Kenneth A.	\$ 500.00
47880	Lesch, Stanley & Louise Elaine	1,400.00
47905	Geil, Vernon & Mildred	225.00
48053	Arms, Howard M. & Margaret L.	1,360.00
48158	Dyke, Richard & Zeruah A.	218.00
48406	McDonald, Robert A. & Juanita	375.00
48445	Boyer, Harriet Rich	825.00
48481	North Ontario, Ltd.	25.00
48509	Brown, Delores R. (Bounds)	650.00
48571	Deschutes Valley Farms, Inc.	375.00
48572	Jefferson County	60.00
48573	Horn, Glenn P. & Bernuce S.	550.00
48672	Central Linn School District #552C	Gratis
1-160.04	Russell, Larry	50.00
9-47.55	Shorewood, Inc.	235.00
25-1.98	Bailey, Gary W.	600.00
16 Transactions		\$ 7,448.00

- (2) Sale of 17.86 acres + excess property on the Olds Ferry-North Ontario Interchange Section of the Old Oregon Trail Highway in Malheur County for a minimum consideration of \$3,575, retaining mineral and geotherman rights and subject to a 30 foot roadway easement. File 22148. (See Real Property Resolution No. 698.)
- (3) Sale of 1.33 acres + excess property on the Divide-Rice Hill Section of the Pacific Highway in Douglas County for a minimum consideration of \$1,600. File 19477. (See Real Property Resolution No. 699)
- (4) Approval of a contract with Oregon Home Improvement Company for repair of damages caused by fire to the house located at 5636 S. E. Powell Boulevard, based on low bid in the amount of \$6,369.28. This contract was approved by the insurance carrier. File 44439.
- (5) Letter-form agreement with City of Forest Grove covering additional work on the Forest Grove Section of the Tualatin Valley Highway in Washington County. The State is to obtain right of way and construct an extension of 19th Avenue, allowing closure of Fir Road. Upon completion, all jurisdiction of the newly-constructed street will be transferred to the City. (County-City Unit)
- (6) Agreement with Marion County wherein the County transfers to State all right, title and interest of a county market road lying within the Champoege State Park approximately .5 mile in length. (County-City Unit)

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 8-11-75

APPROVED
E. S. Hunter
E. S. Hunter
Date 8-8-75

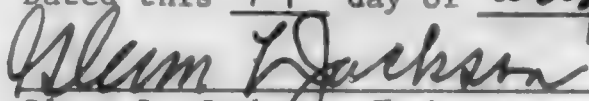
A

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed on the attachment hereto and report this action for your official records:

Dated this 19 day of aug, 1975



Glenn L. Jackson, Chairman
OREGON TRANSPORTATION COMMISSION

Attachment List:

- 1) Options accepted (11) amounting to \$34,378.57
- 2) Sale of 5 parcels of excess property authorized
- 3) Sale of 0.95 acre excess property authorized (File 3519)
- 4) Sale of 1.0 acre excess property authorized (File 9745)
- 5) Sale of 0.91 acre excess property authorized (File 1925)
- 6) Agreement with Oregon-Washington Railroad & Navigation Company approved
- 7) Supplemental agreement with Lane County approved
- 8) Supplemental agreement with City of Portland approved

EXHIBIT A

(1) OPTIONS TO PURCHASE REAL PROPERTY

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
41964	Beck, John T. & Sons Drilling et al	\$ 873.57
45165	Estate of Clarrisa (Clarris) Churchill	1,000.00
48354	Klein, Alfred H. & Doris M.	25,000.00
48422	Hamann, Donald D. & Sharon A.	285.00
48510	Anderson, Jack R. & Edwina J.	1,455.00
1W-14.07	Nelsen, Connie	60.00
1-77.29	Schmucker, Ezra	600.00
1-77.75	Schmucker, Ezra	600.00
1-85.85	City of Sweet Home	3,930.00
9-286.75	Barklow, David	100.00
60-8.00	Oliver, A. J.	475.00
	11 Transactions	\$ 34,378.57

(2) Sale of 5 parcels of excess property on the Klamath Falls-Green Springs Jct. Section of the The Dalles-California Highway in Klamath County as follows.

<u>File</u>	<u>acre</u>	<u>Min. Consideration of</u>
40717	0.02 ±	\$ 150.00
40725	0.01 ±	25.00
40727	0.02 ±	50.00
40731	0.01 ±	25.00
40734, 5	0.14 ±	350.00

(3) Sale of 0.95 acre ± excess property from the Montelius Stockpile site on the The Dalles-California Highway in Klamath County for a minimum consideration of \$250, retaining mineral and geothermal rights. File 3519

(4) Sale of 1.0 acre ± excess property on the Terminal City-Klamath Falls Section of the The Dalles-California Highway in Klamath County for a minimum consideration of \$750, retaining mineral and geothermal rights. File 9745.

(5) Sale of 0.91 acre ± excess property on the Keno Section of the Green Springs Highway in Klamath County for a minimum consideration of \$750, retaining mineral and geothermal rights. File 1925

(6) Easement/Construction Agreement with the Oregon-Washington Railroad & Navigation Co. for the widening and construction of bus and car pool lanes on the N. E. Union Ave.-N.E. 82nd Ave. Section of the Columbia River Highway in Multnomah County. Consideration for the easements is \$5,430.00.

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE Aug. 19, 1975

EXH. A

- (7) Supplemental agreement with Lane County covering a time extension to December 31, 1975, on the Goodpasture Island Project, which is a portion of the Willamette River Greenway and a Lane County Project. The original agreement was funded until December 31, 1974, for State and Bureau of Outdoor Recreation funds. The BOR has extended the time to December 31, 1975. (Parks Branch)
- (8) Supplemental agreement with City of Portland for an acquisition project known as Cathedral Park in Multnomah County. This is part of the Willamette River Greenway. The original funding agreement between the City of Portland and the State was for \$150,250 and ended on December 31, 1974. This supplemental increases the amount to \$153,875 and extends the time to December 31, 1975. (Parks Branch)

APPROVED

W. K. Klaber
STATE HIGHWAY ENGINEER

DATE: 8-18-75

APPROVED BY CHAIRMAN
GLENN L. JACKSON

DATE Aug. 19, 1975

EXHIBIT B

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
VICE CHAIRMAN OF OREGON TRANSPORTATION COMMISSION

NO REPORT

NO VICE CHAIRMAN AT THIS TIME - NOT APPLICABLE

SECRET C

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ADMINISTRATOR AND HIGHWAY ENGINEER

On behalf of the Commission and under its authority delegated to me to award contracts when conditions have been fulfilled, I awarded the following contracts:

- 1) Work in Baldock Safety Rest Area on the Pacific Highway in Clackamas County. Bids received July 31, 1975. Contract No. 8263 awarded August 7, 1975, to Schrader Constr. Co., Inc., Portland, at \$1,794,541.
- 2) Roadside improvement on the North Albany Interchange-Lebanon Road Interchange Section of the Pacific Highway in Linn County. Bids received July 31, 1975. Contract No. 8270 awarded August 7, 1975, to Pacific Northwest Landscaping, Lafayette, at \$151,551.45.
- 3) Traffic signal installation on SW 4th Avenue at Verde Drive in Ontario on the Olds Ferry-Ontario Highway in Malheur County. Bids received July 31, 1975. Contract No. 8272 awarded August 18, 1975, to Hansen Electric Co., Coos Bay, at \$28,159.
- 4) Work on Chemawa Road-Hayesville Interchange Section of the Pacific Highway East in Marion County. Bids received July 31, 1975. Contract No. 8273 awarded August 7, 1975, to Gibbons and Reed Company, Portland, at \$1,438,873.
- 5) Work on Grande Ronde River (Island City) Bridge Section of the Wallowa Lake Highway in Union County. Bids received July 31, 1975. Contract No. 8275 awarded August 7, 1975, to Hamilton Construction Co., Springfield, at \$583,505.60.
- 6) Work on Bear Creek Bridge Section of FAS 32-104 in Wallowa County. Bids received July 31, 1975. Contract No. 8276 awarded August 11, 1975, to Weaver Construction Co., Union, at \$81,864.
- 7) Work on 7th Street in Lafayette in Yamhill County. Bids received July 31, 1975. Contract No. 8277 awarded August 7, 1975, to Rowell and Wickersham, McMinnville, at \$22,736.
- 8) Work on Barnett Road U'Xing Section of the Pacific Highway in Jackson County. Bids received August 14, 1975. Contract No. 8278 awarded August 19, 1975, to Ross Bros. Construction, Inc., Salem, at \$756,438.50.
- 9) Work on Modoc Point (Units C & D) Section of The Dalles-California Highway in Klamath County. Bids received August 14, 1975. Contract No. 8279 awarded August 19, 1975, to Klamath Paving Co., Klamath Falls, at \$188,929.70.
- 10) Work on Malheur River Bridge Section of Olds Ferry-Ontario Highway in Malheur County. Bids received August 14, 1975. Contract No. 8280 awarded August 20, 1975, to Douglas S. Coats Constr. and Hall International, Inc., Bend, at \$874,334.

F. B. Klaboe
F. B. Klaboe, Administrator & Hwy. Engr.

EXHIBIT C

August 22, 1975

Oregon Transportation Commission

Reports of Actions Taken Under Delegated Authority

On behalf of the Commission and under its authority
delegated to me to approve and execute indentures of access,
I approved and signed the following:

File 46275 - Reno
Tolman Creek Rd.-Pacific Highway Section
Green Springs Highway, Jackson County
Approved July 30, 1975.

File 23832 - Hebener
Poison Creek-Burns Section
John Day-Burns Highway, Harney County
Approved August 1, 1975.

Files 26887, 29293 - Kinkade
Willowdale-Madras Section
The Dalles-California Highway, Jefferson County
Approved widening the approaches August 21, 1975.



Signature

Administrator & State Highway Engineer
Title

C

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ADMINISTRATOR AND STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

<u>Contractor and Contract No.</u>	<u>Section and Highway</u>	<u>Acceptance Date</u>
E. E. Steinlicht Co. No. 8086	Cove Palisades State Park Jefferson County	July 18, 1975
Hansen Electric Co. No. 7980	Greenwood Avenue at 8th St. (Bend), Central Oregon Highway, Deschutes County	July 29, 1975
Salem Road & Driveway No. 8155	Madrona Ave. S.E.-Browning Ave. S.E. (Salem), Pacific East Highway, Marion County	July 30, 1975
Ed R. Burroughs Con- struction Co. No. 8075	Shore Acres State Park, Coos County	July 30, 1975
J. C. Compton Co. No. 7984	N. Unit, Rice Hill-N. Oak- land Jct., Pacific Highway Douglas County	July 30, 1975
J. C. Compton Co. No. 7985	S. Unit, Rice Hill-N. Oak- land Jct., Pacific Highway Douglas County	July 30, 1975
Hughes & Ladd and Hughes & Ladd, Inc. No. 7566	La Grande-Ladd Canyon, Old Oregon Trail, Union County	July 30, 1975
Morse Bros., Inc. No. 8135	Santiam Highway at Cotton- woods, Santiam Highway Linn County	July 30, 1975
Renaud Electric Company, Inc. No. 7978	Longview Interchange, Lower Columbia River Highway Columbia County	August 4, 1975
Stillwell-Gerard Con- struction Co. No. 7981	Hayesville Interchange-Talbot Road Interchange, Pacific Highway, Marion County	August 7, 1975
D Mc D Corporation No. 8188	Spray Rock Production, John Day Highway, Wheeler County	August 13, 1975

FOSSIL C

Road & Driveway Co.
No. 8132

Oregon Coast Highway at
Thiel Creek Road, Lincoln
County

August 18, 1975

L. W. Anderson and
Sons, Inc.
No. 8186

Doherty Slide Rock Produc-
tion, Warner Highway
Lake County

August 18, 1975

E. H. Itschner Co.
No. 8165

Richland Rock Production,
Baker-Copperfield Highway
Baker County

August 18, 1975

R. J. Taggart Con-
struction Co., Inc.
No. 8182

Fossil Rock Production,
Shaniko-Fossil Highway
Wheeler County

August 18, 1975

August 26, 1975

J. B. Klaboe

Administrator and State Highway Engineer

PERMIT D

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
DIRECTOR OF PERMITS

NO REPORT

Page E

August 4, 1975

Oregon Transportation Commission

Report of Actions Taken Under Delegated Authority
Disposal of Personal Property

By your duly adopted delegation order, you authorized me in my official capacity to dispose of personal property on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I report this action for your official records.

Disposal of Personal Property:

Miscellaneous Sales	1	\$ 500.00
Land Sales	11	21,300.00
Timber Sales	1	3,454.41
Rent Revenues - July, 1975		<u>61,682.21</u>
	Total	\$86,936.62


[Signature]

Right of Way Engineer

EXHIBIT F

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
STATE PARKS SUPERINTENDENT

NO REPORT

EXHIBIT G

REPORT OF CONDEMNATION CASES TRIED

Defendant	State's Highest written offer made more than 30 days prior to trial	State's Highest Testimony at trial	Defend- ants' lowest demand	Verdict
Walter Downing	\$ 2,500	\$ 2,900	\$25,000	\$13,500
L-7095				Attorney
R-48172				Fees
Section: Silver Point				Not yet
Highway: Oregon Coast				known
County: Clatsop				
Approved by: Jack Sollis				

Date: July 30, 1975

REPORT OF TRIAL OF OTHER CASES - State Plaintiff

Defendant	Cause of Action	Demands of Plaintiff	Verdict or Judgment
William Dailey	Property Damage	\$ 532.56	for Dft.
L-7050			
County: Multnomah			
James Adams	Property Damage	\$ 167.55	Dismissed*
L-6446			
County: Klamath			
* Will be refiled when defendant is out of the service.			
Robert G. Cairns	Forcible Entry and Detainer	Possession of property	Restitution of premises
L-7131			
County: Multnomah			

EXHIBIT G

REPORT OF TRIAL OF JURY CASES - State Defendant

Plaintiff	Cause of Action	Demands of Plaintiff	Verdict or Judgment
Adeline A. Stewart L-7167 County: Jackson	Personal Injury	\$ 4,410	for State
Ronda J. Thornley L-7142 County: Douglas	Wrongful Death	\$701,899	State's Demurrer Sustained

REPORT OF CONDEMNATION CASES SETTLED

Defendant	State's Offer	State's Highest Appraisal	Amount of Settlement
Harold B. McCord L-7215 R-48285 Section: Roque River Scenic Waterway County: Josephine Approved by: Jack L. Sollis	\$18,600	\$18,600	\$22,000
S. Snyder L-7153 R-45161 Section: Tryon Creek State Park County: Multnomah Approved by: Jack L. Sollis	\$23,000	\$31,500	\$27,450
R. A. Rawlinson L-6869 R-47468 Section: Independence Junction-West Salem Bikeway Highway: Willamina-Salem County: Polk Approved by: Jack L. Sollis	\$ 1,000		*
Date: August 8, 1975			
Date: August 1, 1975			
*Settled by option by Right of Way Department.			

EXHIBIT G

REPORT OF SETTLEMENT OR DISPOSITION OF CASES OTHER THAN CONDEMNATION

Plaintiff	Defendant	Cause of Action	Demand of Plaintiff
Donald Falkenstein L-7043	Gordon H. Ball	Personal Injury	\$85,846.55

County: Clackamas
 Disposed of by: Settled by State's insurance carrier for \$250.

Bruce L. Melkonian L-7158	State of Oregon	Automobile Damage	\$984.60
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County: Jefferson
 Disposed of by: Settled by State's insurance carrier for \$500.

Kathleen Melkonian L-7159	State of Oregon	Personal Injury]	\$500.00
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County: Jefferson
 Disposed of by: Settled by State's insurance carrier for \$500.

Leland L. Cheyne L-7081	State of Oregon	Automobile Damage	\$209.67
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County: Klamath
 Disposed of by: Settled by State's insurance carrier for \$150.

Lorene Earley L-7087	Laboratory for Electronics, Inc.	Personal Injury	\$11,090.00
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County: Marion
 Disposed of by: Settled by City of Salem under indemnity agreement with State's insurance carrier.

INDEX G

REPORT OF SETTLEMENT OR DISPOSITION OF CASES OTHER THAN CONDEMNATION

<u>Plaintiff</u>	<u>Defendant</u>	<u>Cause of Action</u>	<u>Demand of Plaintiff</u>
State of Oregon L-7205 R-38370	Franz J. Backman	Forcible Entry and Detainer	Possession of property

County: Multnomah

Disposed of by: Possession received.

Koby Ann Cook L-7080	Nicholas Driessel and State	Personal Injury \$20,000.00
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County: Polk

Disposed of by: Settled by State's insurance carrier for \$1,000.

G

REPORT OF CASES FILED BY AND AGAINST THE DEPARTMENT OF TRANSPORTATION

L-7232 Homer L. Wright, et al. v. State of Oregon, by and through its Department of Transportation: This is a Petition for Declaratory Relief, filed in Marion County, contesting the procedure followed by the Department of Transportation in adopting Plan B relating to the Willamette River Greenway Plan. The Petition questions the validity of several procedures followed by the Department of Transportation in approving Plan B. The Petition asks that Plan B be considered in violation of law and for their attorney fee and costs.

The matter has been referred to the Attorney General's office for the defense of the State.

L-7233 Jordan S. Wells v. Department of Transportation, by and through its Aeronautics Division: This is an Inverse Condemnation case brought against the Department of Transportation and relates to interference with the property owner's property rights adjacent to the Siletz Bay State Airport. The plaintiff is seeking \$25,000 in damages for noise vibration, loss of sleep, general annoyance and aggravation, and \$25,000 as diminution in value to plaintiff's property.

The matter has been referred to the Attorney General's office for the defense of the State.

L-7235 Veeta J. Housen v. Morse Brothers Sand and Gravel Company, Inc., and Oregon State Highway Commission: This is a wrongful death lawsuit arising out of an accident that occurred on August 8, 1972, on the Sodaville Road-Vale Creek Section of the Santiam Highway in Linn County which was under construction by a private contractor. The driver of the vehicle was killed in the accident and the lawsuit is based on the alleged negligence of the contractor and the State to provide adequate warning signs indicating where to detour and warning that construction was taking place in the area. The amount of the lawsuit is \$151,369.60.

The matter has been referred to the State's insurance carrier for the defense of the State.

L-7236 Sarah R. Eichbaum v. The City of Lincoln City and the State of Oregon Highway Division, et al: This lawsuit arises out of an accident that occurred on January 14, 1974. The defendant alleges that a sidewalk in Lincoln City was defective and as a result she fell and suffered substantial injuries. The amount of the lawsuit is \$10,420.70.

The lawsuit has been referred to the State's insurance carrier for the defense of the State.

September 24, 1975
Salem, Oregon

The Oregon Transportation Commission held their regular meeting at 10 a.m. in Room 122 of the State Highway Building in Salem, Oregon. Notice of the meeting was made by press release to newspapers of general and local circulation throughout the State. Present were:

Glenn L. Jackson, Chairman
Robert L. Mitchell, Secretary
Tom Walsh, Member
Michael P. Hollern, Member
B. Gordon Coleman, Member
George M. Baldwin, Director of Transportation
Robert A. Burco, Deputy Director
Walt Barrie, Chief Counsel
F. B. Klaboe, Administrator and State Highway Engineer
E. S. Hunter, Deputy State Highway Engineer
J. B. Boyd, Right of Way Engineer
David Talbot, State Parks Superintendent
Dennis Moore, Administrator of Mass Transit
Chester Ott, Administrator of Motor Vehicles
Paul Burket, Administrator of Aeronautics
C. W. Head, Manager, Commission Services

There were others present from the Department of Transportation and representatives from the news media.

The Commission approved the minutes of the regular meeting of August 27, 1975.

HIGHWAY DIVISION

A list of properties needed for highways and other uses was presented by Mr. Boyd. He requested the Commission to declare by resolution the necessity of said properties for the public use to which they are to be put and to authorize him to attempt to agree with the owners of said properties as to price. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful and thereupon adopted "Condemnation Resolution No. 2638," which resolution by this reference is made a part hereof and filed in the Commission's files.

Mr. Boyd reported that there are approximately 26 signs yet to be purchased under the sign removal program. He said it was anticipated that this program would be completed by the end of September, but now it looks like the end of October.

Mr. Barrie asked if there were any questions in connection with informational reports previously submitted to the Commission on cases tried, cases settled and institution of legal proceedings filed against the Department of Transportation since the

last Commission meeting. (See Exhibit G on file in the Commission's files, Salem.)

Mr. Barrie asked the Commission to defer action on abandoning 13 damage claims totaling \$9,386.67. He indicated the Secretary of State's Audit Division is questioning the right of the Department to settle these matters or compromise them without their approval. An Attorney General's opinion is now being written on this question. The Commission deferred action on the abandonment of the claims as recommended by Mr. Barrie.

In reply to the Chairman's inquiry, Mr. Barrie reported on the Silver Point Slide suit south of Cannon Beach on the Oregon Coast Highway in Clatsop County. (Barbara Settum case, L-7096). He stated in this particular case the property owner's property was damaged by a slide and that many years before the State had taken some gravel from near the property. There was a question as to whether or not the State was responsible for the slide which damaged the property. The State's highest testimony was \$35,000 based upon the property appraisal after the slide. The property owner asked for \$175,000. The jury awarded \$113,500 which on its face appears to have exceeded by some \$80,000 the State's highest testimony. The State's appraisal value of the property before the slide damage was within \$5,000 of the jury verdict. The big question was whether or not the State was responsible for the slide. It was the State's contention that it was not responsible. The property owner was the kind of person that juries sympathize with. In this case the jury found the State was responsible for the slide. The award of \$113,500 was based upon the pre-slide value of the property.

The Commission considered a request from Estacada Rock Products, Inc., and River Island Sand and Gravel Co. to continue aggregate mining and processing within the Clackamas River Scenic Waterway in Clackamas County. Mr. Talbot said both firms are operating in compliance with current permits. He recommended that these firms be given interim approval pursuant to the Scenic Waterways Act so that their operations may continue during the next few months while the State prepares a management plan for the new scenic waterway. This approval should stipulate that the matter will be reconsidered after the Commission's adoption of a management plan expressed in rules and regulations. This will probably take several months. The Commission accepted his recommendation.

The Commission considered approving an agreement with Alfred M. Staehli for architectural services for the restoration work of the Kam Wah Chung Company Building in the City of John Day, Grant County. Mr. Talbot mentioned that the Department is financing the restoration of this historical building and will turn it back to the City for operation when completed. The cost is not to exceed \$5,000, one-half of which is refundable under the National Historic Preservation Act of 1966. Following his favorable recommendation, the Commission approved the agreement.

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Mr. Klaboe reported on actions taken under delegated authority received for filing with the Commission records. These reports show the actions taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders: (Exhibits on file in the Commission files, Salem.)

Chairman of Oregon Transportation Commission	Exhibit A
Vice Chairman of Oregon Transportation Commission	Exhibit B
Administrator and Highway Engineer	Exhibit C
Director of Permits	Exhibit D
Right of Way Engineer	Exhibit E
State Parks Superintendent	Exhibit F
Chief Counsel	Exhibit G

The Commission approved increases in project authorizations on the following contracts as recommended by Mr. Klaboe.

- (1) F. H. McEwen Construction, Contract No. 8011, Lebanon Road Interchange-Halsey Interchange Section of the Pacific Highway in Linn County, for \$179,191.78 (6.9%). The overrun was due to embankment in place and furnishing and placing topsoil.
- (2) William D. McBee and Hi Lo Roads, Inc., Contract No. 8024, Silver Point Slide Section, Oregon Coast Highway in Clatsop County, for \$32,844.56 (5.72%). Additional funding on this project is necessary to cover a late overrun mainly attributable to an added State Force Order charged to the project. The actual contract work was completed September 30, 1974, within the amount allowed. In March 1975 a State Force Order in the amount of \$62,400 chargeable to the contract was approved to perform investigative work on the slide including furnishing and placing additional slope indicators, horizontal drains, minor corrective drainage and additional area photography. The Federal Highway Administration is participating 100% in these costs. The work performed on this project was considered a temporary repair with the understanding that the slide area would be studied and a permanent corrective plan be undertaken in the future. Part of the late State Force Order work is to provide some of the needed information.
- (3) S. D. Spencer & Son, Contract No. 8003, Garden Valley Road-Fairgrounds Interchange Section of the Pacific Highway in Douglas County, for \$1,818,477.62 (14.25%). The major increases are a general excavation quantity overrun, a price agreement haul adjustment for disposing of excess material and a price agreement to utilize excess excavation material from this project and crush it for future use on an adjacent project.

Mr. Klaboe reported that an allocation of 12 percent of the Highway fund to the cities for the month of August 1975 in the amount of \$1,302,070.12 will be released on September 26, 1975. (A list of apportionment to the cities on file in the Commission's files, Salem.)

Mr. Klaboe mentioned that under ORS 366.525 the counties are entitled to receive 20 percent of all funds received from motor vehicle taxes and fees. For the month of August 1975 the amount credited to the counties totals \$2,170,116.86 which amount was released on September 19, 1975, as apportioned by law. (List of apportionments to counties on file in the Commission's files, Salem.)

Attention was given to requests from Lincoln, Lane, Malheur, Sherman and Umatilla Counties for Federal Aid Secondary County Projects and cancellation of a project in Malheur County. Following his recommendation, the Commission approved the requests and authorized the Administrator to sign the agreements when prepared.

COUNTY & FAS NO.	SECTION AND DESCRIPTION	PROGRAMMED AMOUNT	STATE'S SHARE (rounded)
Lincoln 146	Old Hwy. 101-US Hwy. 18 (at Rose Lodge) Sec.	\$ 150,000	\$ 16,500
Lincoln 150	Logsdon Rock Cr. Sec., Logsdon- Nashville Rd.	85,000	9,000
Lincoln 152	Hwy. 101-Yachats E. City Limits Sec., Yachats River Rd.	250,000	27,500
Lincoln 152	Yachats-Reedy Cr. Sec., Yachats River Rd.	150,000	16,500
Lane 227	Long Tom River (High Pass Rd.) Br. Sec.	150,000	16,500
Malheur 23-122	Malheur River (Russell) Br. Sec.	125,000	13,800
Sherman 668	Decker Rd.-Jackknife Cr. Sec.	150,000	16,500
Umatilla 30-116	Walla Walla River (SE 15th Ave.- Milton-Freewater) Br.	270,000	29,700
	TOTAL	\$ 1,330,000	\$ 146,000

(continued on page 1203)

CANCELLATION OF
PREVIOUSLY APPROVED PROJECT

COUNTY & FAS NO.	SECTION AND DESCRIPTION	AMOUNT
Malheur 23-124	Owyhee River (Kern Basin) Br.	\$250,000
	TOTAL	\$250,000

The Commission considered requests from the City of Lake Oswego and the City of Portland for Federal Aid Urban System Projects. Mr. Klaboe indicated that these projects have been investigated and are eligible for funding under the Federal Aid Urban Systems Program. The Commission approved the following projects as recommended by Mr. Klaboe and authorized the Administrator to sign the agreements when prepared.

JURISDICTION	SECTION	TOTAL COST	FEDERAL FUNDS	STATE'S SHARE
Lake Oswego	SW Madrona St.-SW Jean Rd., SW Lower Boones Ferry Rd., FAU 0175	\$1,237,000	\$ 965,000	\$136,000
Portland	Basin Ave.-Going St. Intchge., FAU 0870	240,000	187,200	26,400
	TOTAL	\$1,477,000	\$1,152,200	\$162,400

Mr. Klaboe presented a report and recommendation covering the program of street work in cities having a population of less than 5,000 under the \$250,000 fund appropriated by law for the year 1976. He mentioned that 52 applications had been received and all were carefully analyzed. There were 12 projects selected for approval as being meritorious and are all that can be covered by funds available. The Commission approved the projects in the following cities and authorized the Administrator to sign the agreements when prepared. (Specific projects shown on file in Commission's files, Salem.)

CITY	SCA	CITY	TOTAL
Florence	\$25,000	\$ 1,800	\$ 26,800
Gervais	25,000	3,500	28,500
Halfway	25,000	4,100	29,100
Heppner	25,000	50,600	75,600
Hubbard	25,000	3,500	28,500
Joseph	25,000	2,900	27,900
Lowell	13,460	--	13,460
North Plains	16,921	--	16,921
Nyssa	25,000	52,185	77,185
Powers	12,240	2,310	14,550
Rogue River	23,000	--	23,000
Troutdale	25,000	500	25,500
TOTALS	\$265,621	\$121,395	\$387,016

The Commission adopted Delegation Order No. 13 as recommended by Mr. Klaboe as follows:

OREGON TRANSPORTATION COMMISSION DELEGATION ORDER NO. 13

Pursuant to the provisions of ORS 184.635 in order to provide for more efficient and expeditious administration of the Highway Division, the following power of the Commission is hereby delegated to the Administrator and State Highway Engineer or his designated representatives within the Highway Division:

Determine the length of time for which permits for triple trailer combinations as authorized pursuant to ORS 483.520 (4) may be issued.

In response to an inquiry from the Chairman, Bob Hamilton, Director of Permits, reported that the State has 39 companies at the present time that have current permission for triple trailer operations which represents 1,080 vehicles. The routes (interstate and primary) are tested before operation is permitted. At present there are approximately 2500 miles of approved routes in the State.

Attention was given to the abandonment of two units approximately 2.3 miles of the old highway on the Jones Ranch-Mitchell Section of the Ochoco Highway in Wheeler County. Mr. Klaboe said the abandonment will be to the abutting property owners resulting from an agreement with Wheeler County on June 4, 1952, and modified by a letter-form agreement with the County. This will clarify the records which have not been formally resolved previously. Following his favorable recommendation, the Commission adopted "Abandonment Resolution No. 259." (Copy on file in the Commission's files, Salem.)

The Commission considered an agreement with Douglas County for the installation of traffic signals at the intersection of Garden Valley Boulevard and Broad Street-Steward Parkway. Mr. Klaboe stated that all costs related to the project will be paid by Douglas County. The traffic signal installation is not on the State highway system; however, the County has requested that the State do all engineering work and award the contract. The Commission approved the agreement as recommended by Mr. Klaboe.

Attention was given to signing a consent form consenting to a vacation of a portion of an unopened dedicated street in the City of Reedsport in Douglas County. Mr. Klaboe mentioned that this will enable the Southern Pacific Company to utilize the full width of its right of way. In a previous vacation proceeding, the Department of Transportation had consented to the vacation but the description was incorrect and the street through the total width of the railroad right-of-way was not vacated. Following his favorable recommendation, the Commission approved the vacation and granted authority for the Administrator to sign a consent form.

September 24, 1975

Mr. Klaboe reported on the Public Utility Commissioner Port of Entry installations. He pointed out that the 1973 Legislature authorized the Public Utility Commissioner to build a Port of Entry Station near Ashland in Jackson County which station has been in operation for eight months. The trucks are checked 24 hours a day, seven days a week and there have been a lot of PUC violations. A station costs between one million and 1.2 million dollars to construct. The Public Utility Commissioner is now proposing to go to the Emergency Board to get authorization to build additional stations at Klamath Falls and Ontario which would cost more than \$2,000,000 for construction. The operations cost would be between \$250,000 and \$300,000 a year. The Division has eleven weighmasters assigned to the Public Utility Commissioner and they have twelve employees that issue PUC permits, etc. He indicated there is a lot of good in this operation but the money will all come out of the Highway Fund. He stated the results of the referendum initiative concerning the one-cent gas tax is now being counted by the Secretary of State. A report will be submitted next month and information on how the Division could stand the financing if there is additional revenue. Mr. Klaboe mentioned that, if the revenue is not forthcoming, he would have to recommend that the Commission oppose construction of the two Port of Entry Stations. In reply to Commissioner Walsh's inquiry, Mr. Klaboe indicated that during the first eight-month period of operation in Ashland, it would appear that approximately \$600,000 of additional PUC fees and fines will be collected in the first year of operation.

AERONAUTICS DIVISION

No report.

MASS TRANSIT DIVISION

Mr. Moore reported on actions taken under delegated authority received for filing with the Commission's records. This report shows the actions taken by Mr. Moore on behalf of the Commission pursuant to its adopted delegation order. (See Exhibit H.)

Mr. Moore submitted a report to the Commission entitled Analysis of Alternatives for the Willamette Valley Experimental Transportation Project. He asked the Commission for authority to go to the Emergency Board for its consideration in the release of \$620,000 approved by the 1975 Legislature. He recommended a 14-month experimental combination bus and rail service project within the Willamette Valley and an 18-month marketing program to promote the current and proposed public transportation services within the Valley. The total State Fund expenditure including contingencies is \$618,000. Mr. Moore said both programs would be monitored and evaluated and recommendations for continuance or discontinuance

would be forthcoming prior to June 1977. He referred to the summary of seven recommendations as follows:

- (1) An aggressive marketing program for existing public transit service, new service and car-pooling.
- (2) Promotion and coordination of intercity transit to special events.
- (3) Continuing program of coordinating intercity and urban transit systems.
- (4) One additional daily Amtrak round trip between Eugene, Albany, Salem, Woodburn and Portland, with service continuing to Seattle.
- (5) Two daily shuttle bus round trips between Corvallis and Albany, connecting with the additional Amtrak run at Albany.
- (6) One additional bus round trip between Eugene, Corvallis, Albany, Salem, Woodburn, and Portland that makes connections with another Portland to Seattle Amtrak train in Portland.
- (7) An ongoing program of monitoring and evaluation of both the new and the existing intercity transit services to determine the effectiveness of the recommended experiment.

The report covered financial estimates, operating characteristics, proposed schedules, rail fares and trip times, other alternatives, citizen participation, marketing and monitoring and evaluation. Mr. Moore indicated a final project report which will include complete background information will be finished within two weeks. After considerable discussion and upon Mr. Moore's recommendation, the Commission approved the report and authorized him to present it to the Emergency Board for funding. (Summary report on file in the Commission's files, Salem.)

MOTOR VEHICLES DIVISION

Mr. Ott presented to the Commission graphs of the Motor Vehicles Registration Fee Revenue and Vehicle Fuels Tax Cumulative Net Revenue for the period of January 1970 through July 1975. (Copies of graphs on file in the Commission's files, Salem.)

DEPARTMENT OF TRANSPORTATION
Director's Report

The Commission set Wednesday, October 29, 1975, as the date for their next regular meeting. (Date changed later to Tuesday, October 28, 1975.)

The Commission confirmed the approval of a consultant agreement with Robert Burco for conducting an analysis of the Mt. Hood Freeway alternatives in Multnomah County and the State transportation planning policy at a cost of \$1,678.04. (See page 1167, August 27, 1975, Commission meeting minutes.)

Mr. Baldwin stated Mr. Burco's moving allowance from Berkeley, California, to Salem in the amount of \$2,500 was intended to be an informational report at the August 27th Commission meeting as he had approved this matter. (See page 1167, August 27, 1975, Commission meeting minutes.)

DELEGATION

A delegation from Clackamas County Department of Public Works and the Hoodland Chamber of Commerce representing 14 organizations appeared before the Commission concerning the installation of a rest and information center in the Zigzag Area on the Mt. Hood Highway in Clackamas County. Present were Thomas D. Telford, Bill Simmons, Bob Pierce, Stan Skoko, Bob Shumacher, Neil Johnson, John McIntyre, Patty Griffin, and Mary Ann Hill.

Thomas Telford stated that staff members of the County have been working with the Hoodland organizations in developing a conceptual plan to fulfill the needs of a rest facility and visitor's information center in the Mt. Hood Corridor. He indicated the County is ready to deed the necessary property to the State at no cost, and in addition commits maintenance of the associated facilities which will complement the visitor's center.

Bill Simmons said there is a narrow corridor of approximately 18 miles from Alder Creek to Government Camp on Highway 26. This represents private land available in this immense wilderness. Aside from some forest product activities, the economy is based on recreation and tourism. As Oregonians hosting one of the State's major gateways to recreation, he indicated their problems as hosts are taxed because of the lack of rest facilities and guidance information.

He read a letter from Jim Olson, District Manager, U. S. Department of Agriculture, the Mt. Hood National Forest Zigzag Ranger District. The letter states the need for public rest room facilities in the Zigzag area. The Forest Service facilities at the Zigzag Ranger's Office are inadequate to meet the present tourist demand. He said their agency will cooperate with the proposed

information center to provide current information concerning national forest lands and facilities.

Bob Pierce mentioned the Hoodland Chamber of Commerce is initiating programs for the betterment of the community on the mountain. He stated the Hoodland area is second only to the Oregon Coast insofar as recreation is concerned. Based on Columbia Region Association of Government's projection of two million people in the Portland metropolitan area, in the year 2000, there is a need for recreational facilities. He indicated the Mountain Players Organization have invested \$12,000 in a historic log theater building (old St. Johns log church) which was moved from the Welche's turnoff to the present site in the proposed rest area. The Mountain Players are ready to donate this structure in this particular area to the State.

Chairman Jackson informed the group that the Commission accepts their offer of cooperation and would place the project on the rest area priority list for consideration as funds become available. He indicated that future State funds are uncertain due to the current action to refer the gas tax increase to the public.

The Chairman stated that due to the open meeting law and in view of the fact that the Commission has other business to transact, the meeting will recess for lunch and will reconvene in the Director's Office at 12 o'clock.

Recessed at 11:18 a.m.

The Commission reconvened at 12:40 p.m. in the Director's Office, Room 135, State Highway Building, Salem. Present were:

Glenn L. Jackson, Chairman
Robert L. Mitchell, Secretary
Tom Walsh, Member
B. Gordon Coleman, Member
Michael P. Hollern, Member
George M. Baldwin, Director of Transportation
Robert A. Burco, Deputy Director
F. B. Klaboe, Administrator and State Highway Engineer
Fred Miller, Special Assistant for Policy Research
and Special Studies
Larry Rulien, Project Management Engineer
Jack L. Sollis, Assistant Attorney General
R. N. Bothman, Assistant State Highway Engineer
Gary Sund, Special Assistant for Public Affairs
Leonard Bergstein, Administrative Assistant, Office
of the Governor
Steve McCarthy, Assistant General Manager of Tri-Met
C. W. Head, Commission Services

Fred Miller presented to the Commission copies of a report, "An ODOT Policy for Matching Federal-Aid". He stated the report covers a description of the existing DOT policies for matching Federal-Aid Programs concerning the history, the important policy issues and some policy recommendations. (Copy of report in Commission's files, Salem.)

Mr. Miller mentioned that House Bill 3291 included the gas tax increase and weight-mile tax increase. The last section of the bill included an Interim Committee to carry out a study of how the State Highway Fund is shared with counties and cities, which is now 12% to the cities and 20% to the counties.

Steve McCarthy stated it appears that the Commission's problems would be in urban areas which would be units of local government with specialized responsibility, such as mass transit districts, which probably should be consistent with the Commission's policy toward other units of local government on Federal-aid contributions. He indicated Tri-Met's main objective over the next several years is working with the Commission in trying to figure out where the local share for these items is going to come from so it won't have to be done on a case-by-case basis. Bonding is an item that may have to be considered. Another source of funding is urban mass transit administration. He said Tri-Met has been fairly successful in getting Federal urban mass transit administration money on an 80-20 basis and, in their five-year forecast, \$25,000,000 of that money is for capital improvements, primarily for transit stations.

Fred Miller suggested that he and Steve McCarthy work together to come up with a proposal to present at a future meeting that would help the Commission and Tri-Met. The Commission accepted his suggestion.

Steve McCarthy pointed out that Tri-Met is purchasing 100 new buses to provide enough vehicles to effectively utilize all these facilities that are going to be constructed. He stated that Tri-Met would like to use the vacant right-of-way located at 99th and S.E. Powell in Multnomah County to build and operate a bus garage substation. This Eastside Substation is an integral part of expanding the fleet; there would be a savings of approximately \$300,000 a year in deadhead time by running part of the fleet out of the Eastside garages. Hopefully the substation will have direct access to I-205. In order for Tri-Met to buy these buses, the substation would have to be in operation, as there is no place to park them at the 17th and Holgate facility. He mentioned one problem is the local share of construction and the other problem is the conditions under which the land will be made available. Can the land be conveyed to Tri-Met at a nominal charge or at no charge? He stated Tri-Met is willing to reimburse the State now for the local share of the cost of acquiring the land at 8 percent, the basis under which it was acquired. If this land question can be resolved soon, Tri-Met can proceed with street vacation procedures, etc.

Mr. Klaboe asked Mr. Sollis if the State needs economic rent on the total market value of all the land or economic rent on the State's share of that market value, which is estimated to be eight percent of \$250,000 or \$20,000. The Federal Government has contributed 92 percent of the money to purchase the property. Mr. Sollis stated the economic rent based on the value of the property as it now sits is what the Commission should get and was not necessarily related to how much money the State has spent on it because that went into the houses and everything that has been torn down. The rent on all the houses the State is renting now in Portland and elsewhere is based on a determination on what the market rental value of the property is - the total property, even though the Federal Government gets 92 percent of it. You can get market value rent from it. He said in conserving the Highway Fund that is what you have to get. If all the money from the economic rent goes into the State Highway Fund and on the open market you can get \$20,000 for that property, that is conserving the Highway Fund. The fact that the Federal Government has money invested in the purchase of the property has nothing to do with what we can get from it as economic rent.

Commissioner Walsh moved that the State lease the property to Tri-Met for \$1,600 per year for five years. Motion was seconded by Chairman Jackson. The motion was carried unanimously.


At the request of Chairman Jackson, Larry Rulien explained the Federal cash flow of funds available for Interstate construction. He explained the funding by referring to the Interstate Funding Study Chart (6-year program). He mentioned that the bulk of the projects on the six-year program are on I-205; one project on I-505; three projects on I-82 and several in the early stages that are upgrading the projects on I-5 and I-80N. There was considerable discussion concerning the scheduling and financing, including escalation costs on these proposed projects.

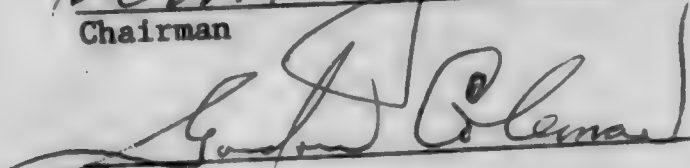
Mr. Bothman reported that he met with the Vice President of Union Pacific concerning the widening of the Banfield corridor and a very cooperative attitude existed. He mentioned that the State has two choices - staying close to the railroad or acquiring property to the south side of the highway. Going to the south would be costly and time-consuming as it would involve 134 houses, 10 businesses, one church, etc.

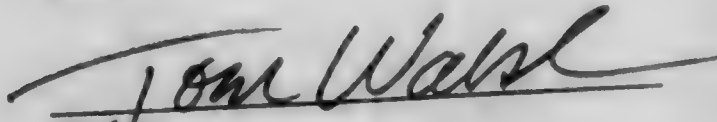
Chairman Jackson said if the Commission has the assurance of cooperation from the President of the Railroad, the chance of expediting this project looks good, providing the environmental impacts, hearings, etc., go ahead simultaneously. He felt it would most likely reduce the impact of escalation and there would probably be less public reaction on the north side of highway (railroad property) compared to the south side.

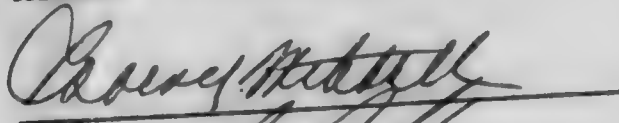
Mr. Klaboe mentioned that the Federal Environmental Protection Agency, as well as the State Department of Environmental Quality, must pass on this project. He indicated Mr. Bothman and staff will do everything possible to expedite this project.

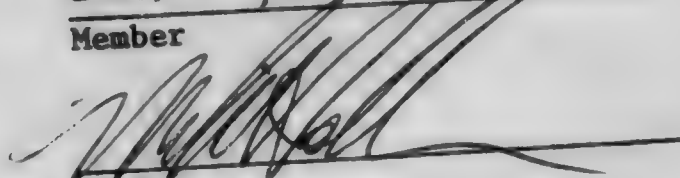
The Chairman adjourned the meeting at 2:30 p.m.


Chairman


Member


Member


Member


Member


Commission Services

A

REPORT OF CONFIRMATION OF TELEPHONE ACTION UNDER DELEGATED AUTHORITY

No. 1 Project Barnett Road Undercrossing Section
(Contract No. 8278)
Type of Work Grade, Pave, Structure & Sign F.A. Proj. No. I-5-1(87)28
County Jackson Highway Pacific
No. of Bidders 5 Low Bidder Ross Bros Construction Inc., Salem
Low Bid \$ 756,438.50

Engineer's Recommendation: Award to low bidder as soon as approval from FHWA is received.

No. 2 Project Modoc Point (Units C & D) Section
(Contract No. 8279)
Type of Work Grade, Pave & Rock Fallout Protect. F.A. Proj. No. HHS-26(10)
County Klamath Highway The Dalles-California
No. of Bidders 3 Low Bidder Klamath Paving Co., Klamath Falls
Low Bid \$ 188,929.70

Engineer's Recommendations: Award to low bidder as soon as approval from FHWA is received.

No. 3 Project Malheur River Bridge Section
(Contract No. 8280)
Type of Work Grading, Paving, Structure F.A. Proj. No. US-DP-23-010(2)
County Malheur Highway Olds Ferry-Ontario
No. of Bidders 11 Low Bidder Douglas S. Coats Const. & Hall Int., Bend
Low Bid \$ 874,334.00

Engineer's Recommendations: Award to low bidder as soon as right-of-way clearance is received and approval from FHWA is received.

On August 19, 1975, I accepted the Administrator and State Highway Engineer's recommendations for award of the above three projects on which bids were received August 14, 1975, and authorized him to sign the contracts when conditions for the awards have been met.

Dated this 27 day of Aug, 1975

-1212- Glenn L. Jackson
Glenn L. Jackson, Chairman
Oregon Transportation Commission

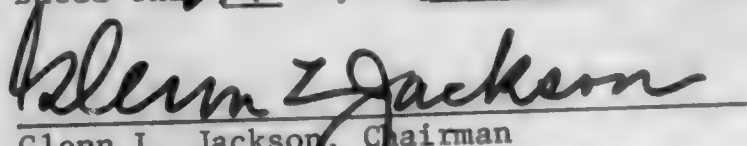
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TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed on the attachment hereto and report this action for your official records.

Dated this 27 day of Aug, 1975


Glenn L. Jackson, Chairman
Oregon Transportation Commission

Attachment List:

- 1) Options accepted (9) totaling \$83,670
- 2) Sale of 1.0 acre excess property authorized (File 12264)
- 3) Sale of 3.65 acres excess property authorized (File 25100)
- 4) Sale of 0.4 acres excess property authorized (Files 25110 and 25111)
- 5) Sale of 2.16 acres excess property authorized (Files 31455, 31456 and 31457)
- 6) Sale of 0.73 acre excess property authorized (File S-261)
- 7) Sale of 1.08 acres excess property authorized (File 9330)
- 8) Grant & release of easement with Fish and Wildlife Commission approved (File 48431)
- 9) Supplemental agreement with Fish and Wildlife Commission approved
- 10) Three signalization agreements with Southern Pacific Transportation Company approved
- 11) Agreement with Linn County approved

(1)

OPTIONS TO PURCHASE REAL PROPERTY

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
47325	Thomas, Murl & Clella	\$ 28,000.00
47866	Van Over, Larry & Erma	900.00
48077	Topp, Eugene & Theadora M.	1,250.00
48088	Chiaramonte, Mary J.	150.00
48420	Smith, Harry J. & Anita G.	1,000.00
48421	Union County Grain Growers Inc.	1,080.00
48424	R. D. Mac, Inc.	4,700.00
48561	Witham, Patrick E. et al	46,500.00
4-119.46	Durfee, William	90.00
	9 Transactions	\$ 83,670.00

(2) Sale of 1.0 acre excess property on the Florence Section of the Oregon Coast Highway in Lane County for a minimum consideration of \$300, retaining mineral and geothermal rights. File 12264.

(3) Sale of 3.65 acres excess property on the N. Albany Interchange Section of the Pacific Highway in Linn County for a minimum consideration of \$3,650, retaining mineral and geothermal rights. file 25100. (See Real Property Resolution No. 700)

(4) Sale of 0.4 acre excess property on the N. Albany Interchange Section of the Pacific Highway in Linn County for a minimum consideration of \$750, retaining mineral and geothermal rights. File 25110, 25111.

(5) Sale of 2.16 acres excess property on the Hermiston-Hinkle Section of the Hermiston Highway in Umatilla County for a minimum consideration of \$17,500, subject to a PP&I easement. Files 31455, 31456, 31457. (See Real Property Resol. No. 701)

(6) Sale of 0.73 acre excess property on the Western Section of the former Oregon-Washington Highway in Umatilla County for a minimum consideration of \$400. File S-261

(7) Sale of 1.08 acres excess property on the Kings Valley Highway in Benton County for a minimum consideration of \$1,300. File 9330. (See Real Property Resol. No. 702)

APPROVED BY CHAIRMAN
GLENN L. JACKSON

DATE Aug. 22, 1975

EXHIBIT A

- (8) Grant and Release of Easement with the Fish and Wildlife Commission for moving the roadway easement in the Highway conveyance of January 6, 1975 at the Salmon River Hatchery site on the Salmon River Highway in Lincoln County. File 48431.
- (9) Supplemental Agreement with Fish and Wildlife Commission for using the fish pond near Keene Road on the Pacific Highway in Marion County for recycling asphalt.
- (10) Three signalization Agreements with Southern Pacific Transportation Company:
 - a. Grade crossing of Elm, Grant and Ivy Streets in Canby, Clackamas County
 - b. Grade crossing of Grimm Road near Hito in Marion County.
 - c. Grade Crossing of 37th Ave. in Milwaukie, Clackamas County.
- (11) Construction agreement with Linn County covering construction of the Corvallis-Lebanon Highway intersection with County Roads 704 and 705. The State is to channelize the highway and provide an improved connection for County Road 704. Linn County will perform all work outside the State right-of-way boundaries. The project cost has been estimated at \$65,000 and is to be financed by the 1974 State Bond Program. (County-City Unit)

8/25/75
[Signature]
State Highway Engineer

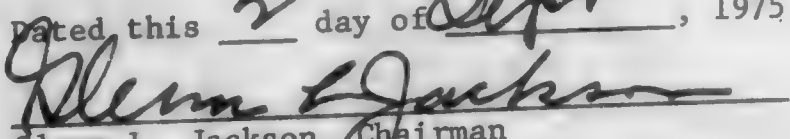
APPROVED
[Signature]
STATE HIGHWAY ENGINEER
DATE: 8-26-75

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE Aug. 27, 1975

A

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed on the attachment hereto and report this action for your official records.

Dated this 2 day of Sept, 1975

Glenn L. Jackson, Chairman
Oregon Transportation Commission

Attachment List:

- 1) Options accepted (13) amounting to \$14,035
- 2) Sale of 0.25 acre of excess property authorized (Files 25091 and 25092)
- 3) Sale of 0.5 acre former stockpile site authorized (File 1670-A)

Sheet A

Right of Way Report of August 29, 1975

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
47160	McCormmach, Orval & Marshall	\$ 100.00
47867	Mitchell, Alan Lee & Lorene	300.00
47877	Carlson, Tyndall L. & Bessie R.	2,560.00
48128	Smith, Everett V. Jr. & Margaret J.	375.00
48444	Glosser, Alice Eleanor	0.00
48544	Kelly, Peter J.	5,500.00
48628	McCormmach, Orval & Marshall	200.00
48654	Corey, Merle M.	1,640.00
1-22.31	H. L. Robinson Company	1,080.00
9-246.84	Menasha Corporation	60.00
21-3.12	Provost, Dom S.	50.00
60-8.00	Feuerhelm, Karl	50.00
44993 & 44999	National Advertsing Company	2,120.00
	13 Transactions	\$ 14,035.00

(2) Sale of 0.25 acre of excess property on the North Albany Interchange Section of the Pacific Highway in Linn County for a minimum consideration of \$500.00. Files 25091, 25092.

(3) Sale of 0.5 acre former stockpile site approximately 1 mile Northwest of Mapleton on Mapleton - Junction City Highway for a minimum consideration of \$1,200.00 as determined by review of a staff appraisal. One point of access and sign and junkyard restriction. File 1670-A. (Real Property Resolution No. 703)

8/29/75
[Signature]
Asst. State Hwy. Engr

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE Sept. 2, 1975

Sheet A

REPORT OF CONFIRMATION OF TELEPHONE ACTION UNDER DELEGATED AUTHORITY

No. 1 Project Nelson Point Intchge.-Spout Creek Section
(Contract No. 8281)
Type of Work Rock Protection Fence F.A. Proj. No. I-80N-7(49)330
County Baker Highway Old Oregon Trail
No. of Bidders 3 Low Bidder Apex Fence Co., Inc., Anderson, California
Low Bid \$ 109,628.00

Engineer's Recommendation:

Award to low bidder as soon as approval of the
FIWA is received.

No. 2 Project Bluff Rd.-Teneyck Rd. (Sandy) Section
(Contract No. 8282)
Type of Work Grading, Paving and Signals F.A. Proj. No. --
County Clackamas Highway Mt. Hood
No. of Bidders 7 Low Bidder L. K. Comstock & Company, Inc., Albany
Low Bid \$ 103,158.00

Engineer's Recommendations:

Award to low bidder.

No. 3 Project "A" Ave. at 8th St. (Lake Oswego) Section
(Contract No. 8283)
Type of Work Traffic Signal Revision F.A. Proj. No. --
County Clackamas Highway City Street
No. of Bidders 4 Low Bidder Hansen Electric Co., Inc., Coos Bay
Low Bid \$ 7,486.00

Engineer's Recommendations:

Award to low bidder as soon as approval of the
City of Lake Oswego is received and the sum of
\$9,426.00 is deposited by the City.

APPROVED BY CHAIRMAN
GLENN L. JACKSON

DATE Sept. 4, 1975

FOR A

No. 4 Project Oswego Creek (Lake Oswego) Bridge Section
(Contract No. 8284)
Type of Work Grading, Paving and Structure F.A. Proj. No. BRM Q205(1)
County Clackamas Highway McVey Avenue
No. of Bidders 12 Low Bidder Gibbons and Reed Company, Portland
Low Bid \$ 277,832.00

Engineer's Recommendation:

Award to low bidder as soon as approval of the FIWA and the City of Lake Oswego is received and the sum of \$80,750.00 is deposited by the City.

No. 5 Project Hubbard Intchge. (Southbound O'Xing Structure) Section
(Contract No. 8285)
Type of Work Paving F.A. Proj. No. I-5-5(67)283
County Clackamas Highway Pacific
Columbia West Materials & Constructors,
No. of Bidders 2 Low Bidder Inc., Longview, Washington
Low Bid \$ 17,710.00

Engineer's Recommendations:

Award to low bidder as soon as approval of the FIWA is received.

No. 6 Project Oregon Coast Hwy. at "U" Ave. (Seaside) Section
(Contract No. 8286)
Type of Work Traffic Signal Installation F.A. Proj. No. --
County Clatsop Highway Oregon Coast
No. of Bidders 4 Low Bidder L. K. Comstock & Company, Inc., Albany
Low Bid \$ 21,252.00

Engineer's Recommendations:

Award to low bidder.

APPROVED BY CHAIRMAN
GLENN L. JACKSON

DATE Sept. 4, 1975

A

No. 7 Project Scappoose (S.E. Second St.) Section
(Contract No. 8287)
Type of Work Grading and Paving F.A. Proj. No. --
County Columbia Highway City Street
No. of Bidders 3 Low Bidder B & B Excavating, Inc., Scappoose
Low Bid \$ 16,695.20

Engineer's Recommendation:

Award to low bidder as soon as approval of the
City of Scappoose is received and the sum of \$2,200
is deposited by the City.

No. 8 Project Green Springs Hwy. Jct.-Walker Ave. (Ashland) Sec.
(Contract No. 8288)
Type of Work Illumination F.A. Proj. No. IHS-190(20)
County Jackson Highway Rogue Valley
No. of Bidders 5 Low Bidder Hansen Electric Co., Inc., Coos Bay
Low Bid \$ 30,703.00

Engineer's Recommendations:

Award to low bidder as soon as approval of the
FIIMA is received.

No. 9 Project Front St.-Mill St. (Creswell) Section
(Contract No. 8289)
Type of Work Grading, Paving and Signals F.A. Proj. No. --
County Lane Highway Goshen-Divide & Springfield-Creswell
No. of Bidders 4 Low Bidder Hansen Electric Co., Inc., Coos Bay
Low Bid \$ 43,975.00

Engineer's Recommendations:

Award to low bidder.

APPROVED BY CHAIRMAN
GLENN L. JACKSON

DATE Sept. 4, 1975

A

No. 10 Project Miller Road-Stemple Creek Section
(Contract No. 8290)
Type of Work Grading F.A. Proj. No. ---
County Lincoln Highway Siletz
No. of Bidders 12 Low Bidder Roy Norquist, Sweet Home
Low Bid \$ 130,615.20

Engineer's Recommendation:

Award to low bidder.

No. 11 Project 13th St. S.E. at Hines St. S.E. (Salem) Section
(Contract No. 8291)
Type of Work Traffic Signal Installation F.A. Proj. No. HHS-1555(4)
County Marion Highway City Street
No. of Bidders 5 Low Bidder L. K. Comstock & Company, Inc., Albany
Low Bid \$ 21,982.00

Engineer's Recommendations:

Award to low bidder as soon as approval of the FHWA and the City of Salem is received and the sum of \$2,700 is deposited by the City.

No. 12 Project Rural Ave. S.E.-Vista Ave. S.E. (Salem) Section
(Contract No. 8292)
Type of Work Traffic Signal Revision F.A. Proj. No. HHS-176(23)
County Marion Highway Pacific East
No. of Bidders 5 Low Bidder L. K. Comstock & Company, Inc., Albany
Low Bid \$ 32,416.00

Engineer's Recommendations:

Award to low bidder as soon as approval of the FHWA is received.

APPROVED BY CHAIRMAN
GLENN L. JACKSON

DATE Sept. 4, 1975

A

No. 13 Project Memaloose Safety Rest Area-Idaho State Line Section
Type of Work Interpretive Shelters I-80N-0(4)70 &
Wasco, Umatilla, Union F.A. Proj. No. I-80N-7(48)295
County Baker and Malheur Highway Columbia River & Old Oregon Trail
No. of Bidders 3 Low Bidder RDM Constructors, Salem
Low Bid \$ 172,283.00

Engineer's Recommendation:

Reject all bids

No. 14 Project Tualatin Valley Hwy. at S.W. 198th Ave. Section
(Contract No. 8294)
Type of Work Grading, Paving & T. Signals F.A. Proj. No. IHS-183(15)
County Washington Highway Tualatin Valley
Olson Electric Company, Inc.,
No. of Bidders 5 Low Bidder Vancouver, Washington
Low Bid \$ 47,335.00

Engineer's Recommendations:

Award to low bidder as soon as approval of the
FHWA is received.

No. 15 Project Burns (Park St.) Section
Type of Work Grading and Paving F.A. Proj. No. --
County Harney Highway City Street
No. of Bidders 2 Low Bidder Rogers Construction, Inc., Portland
Low Bid \$ 61,530.00

Engineer's Recommendations:

Reject all bids

APPROVED BY CHAIRMAN
GLENN L. JACKSON

DATE Sept. 4, 1975

A

No. 16 Project Hines (Saginaw Ave. N.) Section
(Contract No. 8296)
Type of Work Grading and Paving F.A. Proj. No.
County Harney Highway City Street
No. of Bidders 2 Low Bidder Robert H. O'Hair & O'Hair Constr. Co.,
Mt. Shasta, California
Low Bid \$ 23,160.00

Engineer's Recommendation:

The City of Hines recommends acceptance of this bid. Award to low bidder as soon as the sum of \$1,700 is deposited by the City.

No. 17 Project Siletz River Bridges
(Contract No. 8297)
Type of Work Maintenance Painting F.A. Proj. No.
County Lincoln Highway Siletz
No. of Bidders 7 Low Bidder Clark Painting Company
Concord, California
Low Bid \$ 56,173.00

Engineer's Recommendations:

Award to low bidder.

On September 4, 1975, I accepted the Administrator and State Highway Engineer's recommendations for award of the projects on which bids were received August 28, 1975, and authorized him to sign the contracts when conditions for the awards have been met.

Dated this 15 day of Sept, 1975
Glenn L. Jackson
Glenn L. Jackson, Chairman
Oregon Transportation Commission

A

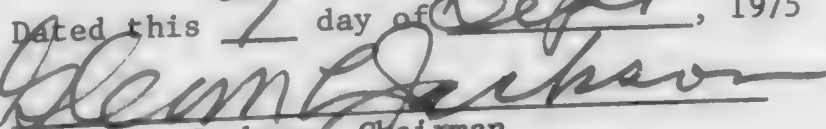
TO: Oregon Transportation Commission

SUBJECT: Report of Confirmation of Telephone Action Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved all actions listed below by telephone on the dates shown and report this action for your official records:

- 1) Option for \$28,000 for right of way from Calvin E. Felmley on the S. E. 89th Avenue-S. E. 106th Avenue Section of the Foster Road-Woodstock Boulevard Highway in Multnomah County. File 48049. Approved September 4, 1975.
- 2) Sale of 0.17 acre excess property on Drain-Anlauf Section of the Umpqua Highway in Douglas County for a minimum consideration of \$750. File 42056. Approved September 4, 1975.

Dated this 7 day of Sept, 1975


Glenn L. Jackson, Chairman
Oregon Transportation Commission

A

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed on the attachment hereto and report this action for your official records.

Dated this 9 day of Sept, 1975



Glenn L. Jackson, Chairman
OREGON TRANSPORTATION COMMISSION

Attachment List:

- 1) Options accepted (8) amounting to \$22,945
- 2) Sale of excess property authorized (File 8985, 18450)
- 3) Sale of excess property authorized (File 21301)
- 4) Sale of excess property authorized (File 25095)
- 5) Sale of excess property authorized (Files 25308, 26976)
- 6) Sale of excess property authorized (File 32680)
- 7) Agreement with Union County approved
- 8) Agreement with Umatilla County approved
- 9) Agreement with City of Toledo approved
- 10) Agreement with Wheeler County approved

A

1) Options to purchase real property:

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
32060	Oregon Potatoe	\$ 0.00
32099	Oregon Potatoe	0.00
48066	Forster, Frieda E.	1,145.00
48497	Joseph, Pauline Yeon et al.	1,500.00
48535	Comte and Kohlman Co., Inc.	20,000.00
9-161.01	Henderson, William & Anne	150.00
21-3.50	Eastside Church of Christ	100.00
25-18.96	Brown, Orville A.	50.00
	8 Transactions	\$ 22,945.00

- 2) Sale of 0.33 acre excess property on Goshen-Lowell Section of the Willamette Highway in Lane County for a minimum consideration of \$150 half the appraised value to Lane County for roadway purposes, subject to the public use clause and retaining mineral and geothermal rights. Files 8985, 18450.
- 3) Sale of 0.02 acre excess property on Goble-St. Helens Section of Columbia River Highway in Columbia County for a minimum consideration of \$440. Federal Highway Administration approval has been received. File 21301.
- 4) Sale of 0.07 acre excess property on the North Albany Interchange Section of the Pacific Highway in Linn County for a minimum consideration of \$250 subject to mineral and geothermal rights, utility easements. Federal Highway Administration approval has been received. File 25095.
- 5) Sale of 9.31 acres excess property on North Albany Interchange Section of the Pacific Highway in Linn County for a minimum consideration of \$8,400. Subject to utility easements. Files 25308, 26976. (Real Property Resolution No. 705)
- 6) Sale of 0.05 acre excess property on the Denny Road-Pacific Highway Section of the Beaverton-Tigard Highway in Washington County for a minimum consideration of \$1,000. Federal Highway Administration approval has been received. File 32680. (Real Property Resolution No. 704)
- 7) Letter-form agreement with Union County for construction of Five Points Creek Bridge on County Road No. 3 near Hilgard. This project is eligible for 90% Federal Aid funding under Section 230 of Title II, Highway Safety Act of 1973. Total estimated cost of the work is \$140,000. County will provide the 10% (\$14,000) matching funds with no expense to State. (County-City Unit)

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE Sept. 9, 1975

A

- 8) Letter-form agreement with Umatilla County for a project to grade and pave and reduce a vertical curve on Butter Creek Road. This project is eligible for 90% Federal Aid funding under Section 230 of Title II, Highway Safety Act of 1973. Total estimated cost of work is \$40,000. County will provide the 10% (\$4,000) matching funds with no expense to State. (County-City Unit)
- 9) Letter-form agreement with City of Toledo for guardrail, walkways and pavement markings on Gaither Way-Olalla Road Section of S.E. 10th Street. This project is eligible for 90% Federal Aid funding under Section 230 of Title II, Highway Safety Act of 1973. Total estimated cost of the work is \$17,500. City will provide the 10% (\$1,750) matching funds with no expense to State. (County-City Unit)
- 10) Letter-form agreement with Wheeler County for the State to retain a unit of old highway originally to be abandoned by agreement on June 4, 1952, on the Jones Ranch-Mitchell Section of the Ochoco Highway to the abutting property owners but never resolved. (County-City Unit)

APPROVED BY CHAIRMAN

GLENN L. JACKSON

DATE Sept. 9, 1975

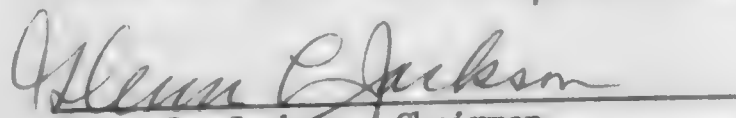
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TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed on the attachment hereto and report this action for your official records.

Dated this 15 day of Sept, 1975


Glenn L. Jackson, Chairman
Oregon Transportation Commission

Attachment List:

- 1) Options accepted (18) totaling \$118,960
- 2) Sale of 3,250 sq. ft. excess property authorized (File 38417)
- 3) Sale of 1.29 acres of excess property authorized (File 15916)
- 4) Agreement with Burlington Northern Inc. approved
- 5) Two signalization agreements with Southern Pacific Transportation Company approved
- 6) Sale of 10.06 acres of excess property authorized (Files 8985, 18450)
- 7) Agreement with US Forest Service and Deschutes County approved

A

(1)

OPTIONS TO PURCHASE REAL PROPERTY

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
47897	Nelson, Wiley & Bertha	\$ 3,700.00
47906	Morrison, Carl L. & Viola M.	2,200.00
47921	Hardin, James A. et al	15,000.00
48384	Sumner, Delbert L. & Mabel	683.00
48424	Cosgriff Outdoor Advertising, Inc.	1,900.00
48492	Morrison, Carl L. & Viola L.	725.00
48554	Cathcart, Thomas M. & Lee	22,000.00
48563	Shaw, John A. & Pearl L.	50.00
48595	Irvin, Leta T.	240.00
48596	Swink, William R. & Mary Jane	450.00
48598	A. G. Senders, Inc.	250.00
48689	Heirs of W.H. & Carris McGill	1,000.00
4-141.43	Elliot, Richard	100.00
8-31.63	Milton Nursery Company	210.00
25-1.66	National Advertising Company	830.00
28-16.12	Sturtevant, Andrew J. Jr.	75.00
37-1.57	National Advertising Company	995.00
63-9.82	National Advertising Company	935.00
18 Transactions		<u>\$ 118,960.00</u>

- (2) Sale of 3,250 sq. ft. excess property on the Pacific Highway East-Cascade Hwy. Section of the Clackamas Hwy. in Clackamas County for a minimum consideration of \$4,100. File 38417. (Real Property Resolution No. 706)
- (3) Sale of 1.29 acres of excess property on the Thomas Cr.-Lyons Section of the Albany-Lyons Hwy. in Linn Co. for a minimum consideration of \$1,300, subject to mineral and geothermal rights and a 40 ft. roadway easement. File 15916. (Real Property Resolution No. 707)
- (4) Agreement with Burlington Northern Inc. to permit entry on the Front Street depot Site in Salem for drilling a foundation test boring. Willamina-Salem Hwy. in Marion County.
- (5) Two signalization agreements with Southern Pacific Transportation Company:
 - a. Grade crossing of McEwan Road at Cook in Washington County.
 - b. Grade crossing of Barnett St. in Medford in Jackson County.

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE Sept. 15, 1975

...T. A

- (6) Sale of 10.06 acres of excess property on the Goshen- Lowell Section of the Willamette Highway in Lane County for a minimum consideration of \$9,100, subject to mineral and geothermal rights. Files 8985, 18450 (Real Property Resolution No. 708)
- (7) Agreement between the Highway Division, United States Forest Service and Deschutes County whereby Deschutes County will provide snow removal services on the Paulina Lake Road for use by snowmobile enthusiasts. State will reimburse County for costs from snowmobile funds. Estimated cost \$1,500 per year.

9/12/75
[Signature]
Asst. State Hwy. Engr

APPROVED
[Signature]
E. S. Hunter
Date 9-12-75

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE Sept. 15, 1975

A

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed on the attachment hereto and report this action for your official records.

Dated this 22 day of Sept., 1975

Glenn L. Jackson

Glenn L. Jackson, Chairman
OREGON TRANSPORTATION COMMISSION

Attachment List:

- 1) Options accepted (14) totaling \$9,198
- 2) Two signalization agreements with Southern Pacific Transportation Company approved
- 3) Agreement with Marion County approved
- 4) Agreement with Columbia County approved
- 5) Agreement with Lane County approved

(1)

OPTIONS TO PURCHASE REAL PROPERTY

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
47892	Hurst, Wilbur C. & Hilda E.	\$ 3,000.00
47900	Campeau, Ray W. & Janice M.	1,700.00
48539	Carver, Burton G. & Eleanor M.	640.00
48653	Straube, J. W. & Kathryn O.	800.00
48660	Dishion, Margaret A.	25.00
48662	Castle, Max S. & Betty L.	25.00
48688	Wittke, Beryl et al	1,008.00
4-185.76	Cruft, Merle	25.00
4-7.06	Hage, Edward C.	100.00
9-15.10	National Advertising Company	415.00
9-43.09 &		
9-43.11	Douma, Elmira	1,310.00
9-43.11	City of Manzanita	50.00
9-47.55	Rinehart Clinic	50.00
21-3.50	Green Meadows Investment Corp.	50.00
	14 Transactions	\$ 9,198.00

(2) Two signalization agreements with Southern Pacific Transportation Company:

- a. Grade crossing of 4th St. in Grants Pass in Josephine Co.
- b. Grade crossing of N.E. 4th St. in Canby in Clackamas Co.

(3) Letter-form agreement with Marion County for installation of railroad crossing protection at the SPTRR Grade Crossing C-740.60 of Grim Road in north Marion County. This project is eligible for 90% Federal Aid Funding under Section 230 of Title II, Highway Safety Act of 1973. Total estimated cost of the work is \$35,000. County will provide the 10% (\$3,500) matching funds with no expense to State. (County-City Unit)

(4) Letter-form agreement with Columbia County for a stump removal project on County Roads. This project is eligible for 90% Federal Aid Funding under Section 230, Title II, Highway Safety Act of 1973. Total estimated cost of the work is \$85,000. County will provide the 10% (\$8,500) matching funds with no expense to State. (County-City Unit)

(5) Agreement with Lane County covering construction of a left-turn refuge at the intersection of Beltline Road and Game Farm Road within the Beltline Road-I-5 Interchange. The County to prepare plans and construct the refuge at no expense to State. The State is to be held harmless during the period of construction. (Supplemental agreement) (County-City Unit)

9/19/75
State Hwy. Engr

APPROVED BY CHAIRMAN
GLENN L. JACKSON

DATE Sept. 22, 1975

APPROVED

State Highway Engineer

- 1232 - 9-19-75

A

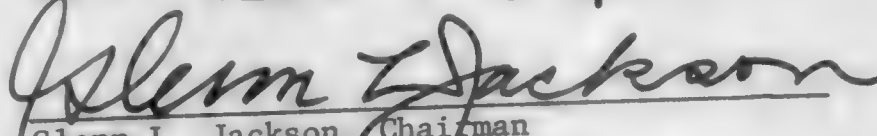
TO: Oregon Transportation Commission

Subject: Report (Confirmation) of Action Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the following item and report this action for your official records:

On September 16, 1976, I gave approval for a contract with the Corps of Engineers to restore the lighthouse at the mouth of the Coquille River (Bullards Beach State Park) in Coos County. Corps will do design work, engineering and award contract for restoration project. Total cost estimated at \$30,000 and Corps will fund 50%.

Dated this 22 day of Sept., 1975


Glenn L. Jackson, Chairman
Oregon Transportation Commission

B

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
VICE CHAIRMAN OF OREGON TRANSPORTATION COMMISSION

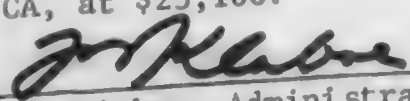
NO REPORT

NOT APPLICABLE - NO VICE CHAIRMAN AT THIS TIME

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ADMINISTRATOR AND HIGHWAY ENGINEER

On behalf of the Commission and under its authority delegated to me to award contracts when conditions have been fulfilled, I awarded the following contracts:

- 1) Work on Ritner Creek Bridge Section of Kings Valley Highway in Polk County. Bids received July 31, 1975. Contract No. 8274 awarded August 26, 1975, to F. G. Scott Construction Co., Salem, at \$412,395.45.
- 2) Work on Nelson Point Interchange-Spout Creek Section of the Old Oregon Trail in Baker County. Bids received August 28, 1975. Contract No. 8281 awarded September 5, 1975, to Apex Fence Co., Inc., Anderson, CA, at \$109,628.
- 3) Traffic signal revision on "A" Avenue at 8th Street (Lake Oswego) Section in Clackamas County. Bids received August 28, 1975. Contract No. 8283 awarded September 8, 1975, to Hansen Electric Co., Inc., Coos Bay, at \$7,486.
- 4) Work on Oswego Creek (Lake Oswego) Bridge Section of FAUS 0205 in Clackamas County. Bids received August 28, 1975. Contract No. 8284 awarded September 15, 1975, to Gibbons and Reed Co., Portland, at \$277,832.
- 5) Work on Hubbard Interchange (Southbound Overcrossing Structure) Section of the Pacific Highway in Clackamas County. Bids received August 28, 1975. Contract No. 8285 awarded September 5, 1975, to Columbia West Materials & Constructors, Inc., Longview, WA, at \$17,710.
- 6) Work on Scappoose (S.E. Second Street) Section in Columbia County. Bids received August 28, 1975. Contract No. 8287 awarded September 8, 1975, to B & B Excavating, Inc., Scappoose, at \$16,695.20.
- 7) Illumination on the Green Springs Highway Junction-Walker Avenue (Ashland) Section of the Rogue Valley Highway in Jackson County. Bids received August 28, 1975. Contract No. 8288 awarded September 5, 1975, to Hansen Electric Co., Inc., Coos Bay, at \$30,703.
- 8) Traffic signal revision on the Rural Avenue S.E.-Vista Avenue S.E. (Salem) Section of the Pacific Highway East in Marion County. Bids received August 28, 1975. Contract No. 8292 awarded September 5, 1975, to L. K. Comstock & Co., Inc., Albany, at \$32,416.
- 9) Work on S.W. 198th Avenue Section of the Tualatin Valley Highway in Washington County. Bids received August 28, 1975. Contract No. 8294 awarded September 5, 1975, to Olson Electric Co., Inc., Vancouver, WA, at \$47,335.
- 10) Work on Saginaw Avenue North in Hines in Harney County. Bids received August 28, 1975. Contract No. 8296 awarded September 16, 1975, to Robert H. O'Hair and O'Hair Construction Co., Mount Shasta, CA, at \$23,160.


F. B. Klaboe, Administrator & Hwy. Eng.

C

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ADMINISTRATOR AND STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

<u>Contractor and Contract No.</u>	<u>Section and Highway</u>	<u>Acceptance Date</u>
Hensel Phelps Construction Co. No. 7849	Clarno Section, Shaniko-Fossil Highway, Wasco and Wheeler Counties	August 27, 1975
Seubert Excavators, Inc. No. 8219	Enterprise Rock Production, Enterprise-Lewiston Highway, Wallowa County	August 29, 1975
Columbia West Materials and Constructors, Inc. No. 8090	M.P. 2.8 and M.P. 7.0 Slide, FAS 609, Columbia County	September 4, 1975
Road & Driveway Co. No. 8134	Corvallis-Newport Highway at N.E. Harney Road, Corvallis-Newport Highway, Lincoln County	September 5, 1975
Lord Bros. Contractors, Inc. No. 7832	S.E. 92nd Ave. O'Xing and Phillips Creek (82nd Ave.) E. Portland Freeway and Cascade Highway, Multnomah and Clackamas Counties	September 5, 1975
William D. McBee and Hi Lo Roads, Inc. No. 8024	Silver Point Slide, Oregon Coast Highway, Clatsop County	September 5, 1975
Donald W. Thompson, Inc. No. 7979	Coos Bay Office Building Coos County	September 5, 1975
Robert H. O'Hair and O'Hair Construction Company, J.V. No. 8041	Fort Klamath-Lobert Jct., Crater Lake Highway, Klamath County	September 8, 1975
Aichele Landscaping, Inc. No. 8066	La Grande Office Building Union County	September 8, 1975
Palmborg Paving Co., Inc. No. 8144	Oregon Coast Highway at S.E. Marlin Ave. (Warrenton) Oregon Coast Highway, Clatsop County	September 15, 1975

C

Elliott & Elliott Construction Co., Inc. No. 8107	Cascadia State Park, Linn County	September 15, 1975
Durbin Construction Co. No. 8076	Goat Ranch (M.P. 14.5-14.9) Powers Highway, Coos County	September 15, 1975
Rowell & Wickersham No. 8152	Chehalem Creek-Dundee, Pacific West Highway, Yamhill County	September 17, 1975
Aichele Landscaping, Inc. No. 8008	Klamath Falls Section, Klamath Falls-Malin Highway Klamath County	September 19, 1975
C. G. Gredvig No. 8162	Necanicum Highway Junction Oregon Coast Highway Tillamook County	September 22, 1975
North Santiam Paving Co. No. 8256	Lyons (14th & 15th Streets) Linn County	September 22, 1975
R. J. Taggart Construction Co. No. 8191	Cecil Rock Production, Heppner Highway, Gilliam and Morrow Counties	September 22, 1975
North Santiam Paving Co. No. 8257	Detroit ("D" & Patton Sts.) Marion County	September 22, 1975

September 22, 1975


Administrator and State Highway Engineer

UNIT D

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
DIRECTOR OF PERMITS

NO REPORT

September 18, 1975

Oregon State Transportation Commission

Report of Actions Taken Under Delegated Authority
Disposal of Personal Property

By your duly adopted delegation order, you authorized me in my official capacity to dispose of personal property on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I report this action for your official records.

Disposal of Personal Property:

Miscellaneous Sales	1	\$ 400.00
Land Sales	9	82,965.00
Timber Sales	2	2,088.20
Rent Revenues, August, 1975		<u>64,678.21</u>

Total \$150,131.41


[Signature]

Right of Way Engineer

E

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

By duly adopted delegation order you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I report the following for your official records:

On behalf of the Commission and under its authority delegated to me to make formal offers to purchase real property in preparation for condemnation, I approved making the following:

BROADBENT SECTION, POWERS HIGHWAY - COOS COUNTY

R-43344 - Arlin Delos Hermann et al. Parcel 1: 6.2 acres for Right of Way purposes; Parcel 2: 0.24 acre for Permanent Easement; Parcel 3: 0.14 acre for Construction Permits for Road Approaches; Parcel 4: 0.06 acre for Construction Permits for Road Approaches; Parcel 5: 0.04 acre for Construction Permits for Road Approaches. Offer \$20,800.00.

CRANE SECTION, STEENS HIGHWAY - HARNEY COUNTY

R-48407 - Dru West et al. 1.28 acres for Permanent Easement. Offer \$50.00.

GARDEN VALLEY ROAD-FAIRGROUNDS SECTION, PACIFIC HIGHWAY - DOUGLAS COUNTY

R-48514 - John Wm. Robertson et al. 0.93 acre for Right of Way purposes. Offer \$2,100.00.

GRANDE RONDE RIVER BRIDGE (ISLAND CITY) SECTION, WALLOWA LAKE HIGHWAY - UNION COUNTY

R-48423 - Helen I. Becker. 0.28 acre for Right of Way purposes. Offer \$2,325.00.

MALHEUR RIVER (ONTARIO) BRIDGE SECTION, OLDS FERRY-ONTARIO HIGHWAY - MALHEUR COUNTY

R-48476 - Archie Plummer et al. 0.06 acre for Right of Way purposes. Offer \$440.00.

R-48477 - Archie Plummer et ux. 0.01 acre for Right of Way purposes. Offer \$50.00.

VAIL CREEK-SWEET HOME SECTION, SANTIAM HIGHWAY - LINN COUNTY

R-47996 - Bert H. Hoffman et al. Parcel 1: 0.73 acre for Right of Way purposes; Parcel 2: 0.85 acre for Right of Way to Relocate County Road; Parcel 3: 0.03 acre for Permanent Easement to Relocate Drainage Ditch. Offer \$13,100.00.

Dated this 29th day of August 1975
J. B. BOYD, Right of Way Engineer

By

John R. Oakes
JOHN R. OAKES, Assistant Right of
Way Engineer

10271 F

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
STATE PARKS SUPERINTENDENT

NO REPORT

G

REPORT OF CONDEMNATION CASES SETTLED

Defendant	State's Offer	State's Highest Appraisal	Amount of Settlement
Dorothy McLean L-7187 R-48135	\$42,750		*

Section: Vail Creek - Sweet Home
Highway: Santiam
County: Linn

Approved by: Jack L. Sollis

Date: 8/29/75

* Settled by Right of Way Department.

REPORT OF CONDEMNATION CASES TRIED

Defendant	State's Highest written offer made more than 30 days prior to trial	State's Highest Testimony at trial	Defendants' lowest demand	Verdict
Barbara Settum	\$35,000	\$35,000	Over \$100,000	\$113,500 Attorney Fees
L-7096 R-48169				Not yet known

Section: Silver Point Slide
Highway: Oregon Coast
County: Clatsop
Approved by: Jack L. Sollis

Date: August 29, 1975

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REPORT OF TRIAL OF OTHER CASES - State Defendant

Plaintiff	Cause of Action	Demands of Plaintiff	Verdict or Judgment
The Berman Corporation	Inverse Condemnation		Dismissed
L-7204 County: Douglas			

Paul Jackson	Suit for Injunction	Mt. Nebo Construction Project Injunction	Settled
L-7100 Court: U. S. District Court Court Costs: \$1,325.64			

REPORT OF TRIAL OF OTHER CASES - State Plaintiff

Defendant	Cause of Action	Demands of Plaintiff	Verdict or Judgment
Robert Bailey	Clean up of Debris on Right of Way	\$871.25	Dismissed
L-7139 County: Multnomah			
Michael Keeling	Property Damage	\$235.82	\$235.82
L-7135 County: Marion	Attorney Fees	\$75.00	Court Costs \$16.00
Craig E. Cheney	Property Damage	\$154.37	Dismissed
L-7134 County: Multnomah			

G

REPORT OF CASES FILED BY AND AGAINST DEPARTMENT OF TRANSPORTATION

L-7237 State v. Donald L. Turnidge, et al: This is a suit to quiet title to some property purchased by the Highway Division as a part of the Willamette Greenway program. The defendants in the case claim title to a portion of the property purchased from Crown Zellerbach Corporation and the purpose of the lawsuit is to eliminate the claim of the defendants. The matter is taking place in Polk County.

The case will be handled by the Attorney General's Office.

L-7238 John H. Wilson, et al. vs. Neil Goldschmidt, Robert W. Straub and Fred Klaboe: This is an action in the Circuit Court of the State of Oregon for Multnomah County to restrain the named defendants from taking any further action to withdraw the federal funds available for the construction of the Mt. Hood Freeway and divert them to other uses. The lawsuit stems from an initiative measure scheduled for election in May, 1976, in the City of Portland. The measure is for the purpose of determining whether the voters in Portland approve of the action by the City Council on July 25, 1974, rescinding previous approval by the city of the construction of the Mt. Hood Freeway in favor of mass transit.

The matter has been referred to the Attorney General's office for the defense of the State.

L-7239 Driftwood Shores Inc. vs. F. B. Klaboe, State Highway Engineer: This is a lawsuit to restrain the Highway Division from removing an outdoor advertising sign that was purchased under the beautification program. The sign is a back to back sign and one side of the sign was purchased under the beautification program and the other sign is on waivers. The sign was purchased from Casey and Stone Outdoor Advertising Company and the landowners site interest was also purchased. The plaintiff had leased space on the board for outdoor advertising and is seeking to restrain the Highway Division from removing the sign because he does not have any other directional signs available to direct tourists to his establishment. He has requested the court to restrain the Highway Division from removing the outdoor advertising sign until such time as they have provided other directional signs to his business. The sign is located at the intersection of U. S. Highway 101 and Heceta Beach Road in Lane County.

The case has been referred to the Attorney General's office for the defense of the State.

G

L-7240 Lucille Miller vs. State of Oregon: This is a suit for specific performance to enforce the alleged conditions in a deed given to the Highway Department in 1947. The provisions of the deed are vague and uncertain and the interpretation is not clear. The problem relates to a service road that was to be constructed by the State adjacent to the grantor's property. The suit is taking place in Lane County.

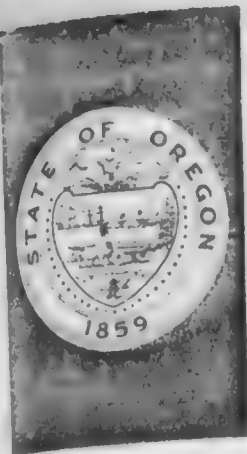
The matter has been referred to the attention of the Attorney General's Office for handling.

L-7241 Ann Raygurt vs. State: This is a lawsuit for personal injury arising out of an accident that occurred on September 2, 1973, where the plaintiff fell while walking down toward the beach in Cape Blanco State Park. The lawsuit is in the amount of \$51,895.50.

The matter has been referred to the State's insurance carrier for the defense of the State.

L-7242 John H. Stevenson vs. HAC Trucking Co., Ltd.: This case arose out of an accident that occurred on January 8, 1975, and involved a collision between a truck and semi-trailer and two cars, one of which was being towed by the other. The plaintiff was a passenger in the car being driven by his fiancée. The two cars stopped on the edge of the bridge due to icy conditions and were struck by the truck and semi-trailer. The lawsuit alleges that the Highway Division was negligent in failing to inspect and make sure that the highway was not icy or warn the drivers of the icy conditions. (I-5 in Lane County)

The matter has been referred to the State's insurance carrier for the defense of the state.



MASS TRANSIT DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 378-8201

ROBERT W. STRAUB
GOVERNOR

MEMORANDUM

September 17, 1975

DENNIS H. MOORE
Division
Administrator

TO: Oregon Transportation Commission
FROM: *Dennis H. Moore*
Dennis H. Moore, Administrator
Mass Transit Division
SUBJECT: Report of Actions Taken under Delegated Authority

On behalf of the Commission and under its authority delegated to me to approve and sign contracts, I have approved and/or signed the following since my last report to you on March 26, 1975:

- An agreement to transfer the transit planning function from the Jackson County Public Transportation Service District to the Rogue Valley Transportation District.
- A contract agreement with the Rogue Valley Transportation District to provide \$2,000 in matching funds for a Transit Development Study under the Division's Special Transportation Program.
- An \$18,000 contract with the Rogue Valley Transportation District for planning, research, coordination and development as prescribed under Special Payments of the Division's 1975-77 budget.
- An amendatory agreement with the Urban Mass Transportation Administration for the Division to receive \$41,000 of federal funds to continue a Technical Resource Program for transit planning assistance to smaller communities.

H

Oregon Transportation Commission
Page Two

- A \$3,600, three-month Supplemental Professional Services Agreement with Lawrence Grupp, which was approved by the Chairman of the Transportation Commission and signed by the Administrator, for the purpose of consulting services for Willamette Valley transportation planning.
- A contract (acting as the recipient) with the Urban Mass Transportation Administration to receive and disburse \$279,000 of federal operating assistance funds to the Lane Transit District (the grantee).
- A Memorandum of Agreement with the Oregon District 4 Council of Governments specifying the Division's participation in an Albany-Corvallis transit study.

bcc: ✓ Mr. Cecil W. Head, Supervisor
Commission and Staff Services

October 21, 1975
Salem, Oregon

The Oregon Transportation Commission held a special meeting at 9:30 a.m. in Room 135 of the State Highway Building in Salem, Oregon. Notice of the meeting was made by press release to newspapers of general and local circulation throughout the State. Present were:

Glenn L. Jackson, Chairman
Robert L. Mitchell, Secretary
Tom Walsh, Member
B. Gordon Coleman, Member
Michael P. Hollern, Member
George M. Baldwin, Director of Transportation
Robert A. Burco, Deputy Director
F. B. Klaboe, Administrator and State Highway Engineer
Fred Miller, Special Assistant for Policy Research
and Special Studies
Don Streun, Assistant Director for Administration
Robert Royer, Assistant Director for Planning
John Earley, Public Information Officer
Warren Gaskill, Deputy State Parks Superintendent
C. W. Head, Manager, Commission Services

Mr. Baldwin stated the meeting today is to discuss policy development including the framework for policy development. He asked Fred Miller to give some background on what has happened in the past. Mr. Miller distributed the following materials to the Commission for their review:

- Attachment 1 - Letter to the Commission dated July 23, 1975, with enclosures.
 - Attachment 2 - Oregon Narrative Report for the 1974 National Transportation Study, Volume 1, State Report.
 - Attachment 3 - Administrative Order No. 8, Establishment of Transportation Policy Advisory Committee.
 - Attachment 4 - Standard Operating Procedure for Processing Policy Recommendations.
 - Attachment 5a - Suggested Format for Policy Paper.
 - Attachment 5b - Suggested Policy Paper for Governor Straub's Consideration.
 - Attachment 6 - Report on Transportation Policy Advisory Committee Progress.
 - Attachment 7 - Transportation Policy Inventory.
 - Attachment 8a - Responses to AASHTO Policies for Continuing Transportation Program.
 - Attachment 8b - Letter to Michigan Department of State Highways and Transportation dated July 10, 1975, from Robert Royer.
 - Attachment 8c - Letter to Governor Straub dated June 11, 1975, from George McGovern, United States Senate, and Governor Straub's reply of July 7, 1975, to George McGovern.
 - Attachment 9 - Policy Questions or Issues.
- (The above material is on file in the Commission's files, Salem.)

Mr. Miller said the objective at this moment is to identify Department Policy Development to this point. The attachments give a comprehensive background on what the Department would like to accomplish and what the Commission's involvement might be. He reported briefly on the nine attachments which was followed by general discussion.

Mr. Baldwin mentioned that he and Mr. Klaboe will be attending a meeting next week in Chicago, Illinois, of Department of Transportation's Directors. One of the major topics is the administration of the Highway Bill.

Mr. Burco said the Transportation Policy Advisory Committee has had several meetings during the last month and has been operating under the responsibilities that are outlined in Administrative Order, Attachment 3. The Committee is composed of the following members: Deputy Director; Assistant Director for Planning; Special Assistant for Transportation Policy Research; Administrator, Highway Division; Administrator, Aeronautics Division; Administrator, Mass Transit Division; Administrator, Motor Vehicles Division; Special Assistant for Public Affairs; Assistant Director for Administration; Legal Counsel and Parks Branch.

Mr. Miller handed to the Commission a report entitled, Issues for Consideration by the Transportation Commission. He mentioned the report covers five major points as follows:

- (1) What should be the role of the Transportation Commission in Department relations with federal and local governments, with other state agencies, and with the public?
- (2) What should be the role of the Transportation Commission in determining ODOT policy and future directions for the Department? To what extent should the Commission be involved in Departmental activities?
- (3) What is ODOT's role as a state agency?
- (4) How and at what level should future transportation improvements be financed?
- (5) What are the future internal directions for the Department?

The report also covered what should be the role of the Transportation Commission in Department relations with federal and local governments, with other state agencies and with the public. Mr. Miller mentioned the Department maintains contact with the Legislature, Executive Department's program, other State agencies, commissions and boards, local governments, the public and the

private sector. There was considerable discussion concerning this report. (Copy of report in Commission's files, Salem.)

Mr. Streun showed two charts to the Commission and presented a brief overview covering internal written communications. (The Commission's system and the Department's system.)

Mr. Miller showed the following charts:

- (1) Gross weight mile tax and collections transferring to Highway Division;
- (2) Employment by place of work on gross weight mile tax;
- (3) Gross highway user fee revenues and purchasing power.

Mr. Streun presented to the Commission copies of the ODOT Highway Division budget regarding projected cash balance at June 30, 1977. (Copy of detailed report in the Commission's files, Salem.)

Mr. Klaboe pointed out several areas where the Highway Division's budget could be cut if it has to as follows: Maintenance - 5.5 million, Parks - 1 million, and Construction - 5.2 million. He mentioned another way to reduce the budget would be by reducing the pavement striping from a four inch to a three inch stripe. This would save approximately \$600,000. Sanding operations could be reduced during the winter resulting in a saving of approximately \$440,000. The sign replacement program could be reduced. The overtime for maintenance personnel could be reduced during the winter season which could result in a saving of approximately \$100,000 during the biennium. He indicated that the Division could cut down on the garbage pickup and the purchasing of materials, lumber, timber, rock, etc. There was discussion concerning snow plowing in the ski areas, contract payments, and money going to the State Police.

Warren Gaskill reported that the Parks' budget could be cut in the acquisition of construction programs (Willamette River Corridor). Another program is the Youth Corps which is a legislative directive. This was funded to the Highway Division for approximately \$750,000 and half of that money remains for next year. There was some discussion concerning park fees.

Mr. Baldwin asked the Commission if they wanted a full-scale reexamination of the budget or a presentation by Mr. Klaboe and Mr. Gaskill at the next meeting. Commissioner Coleman said he would like to see the staff evaluate the possibility of getting a little more money for the Parks' budget.

Chairman Jackson commented that the Commission must assume the responsibility of evaluating and making a decision on anything that affects the quality of service that the taxpayer receives. Commissioner Hollern stated that with approximately 12 million

October 21, 1975

dollars less the Commission should be involved. He indicated the staff should present some alternatives with a recommendation.

Chairman Jackson recessed the meeting for lunch at 12:10 p.m.

The meeting reconvened at 12:45 p.m. The same people were present; also, Dennis Moore, Chester Ott, Paul Burket and Leonard Bergstein.

Mr. Royer said what his staff has tried to do is respond to the policy that was directed by House Bill 3166 and also the Action Plan which states there should be more citizen and local government involvement early in the process of planning. He briefed the Commission on where the Department stands in the statewide plan now. He indicated they contemplate holding a series of five meetings throughout the State between July 1975 and July 1976. The first series of meetings was held last July. It was explained to the people the purpose of the meeting, the new organization, the new Commission, the fact that one Commission now serves over all different modal administrations in the Department. Mr. Royer handed to the Commissioners a report consisting of basic communications, letters that were used in this program since the beginning, a description of the modally-oriented programs like the commuter project and the inter-city bus project, and a letter to the Governor's office explaining what the Department is doing in advance, etc. (Report on file in DOT Planning Section.)

Commissioner Hollern suggested that staff report to the Commission at its next regular meeting with a suggested schedule in terms of timing, time commitments and order of priorities.

Commissioner Mitchell mentioned it appears the number one item would be the fiscal problem.

Chairman Jackson mentioned there are two areas on which a policy determination should be made. The first is a cutback in the budget that is going to affect the public in a major way and the second is the degree of participation in the three existing transit districts and the Commission's policies relative to either leadership, cooperation or otherwise in the implementation of a mass transit program affecting the balance of the State.

Commissioner Walsh said possibly the place to start would be the role of the Commission. How does the role of the Commission change it, partially because of the change of the old Highway Commission to the multi-modal, changes in personalities, and changes in the terms of demands from the Department to the Commission.

Chairman Jackson asked that the staff give the Commission a schedule of the time necessary to carry out Commissioner Hollern's recommendations and also a specific report on his (Chairman Jackson's) two items for the Commission's regular meeting in November.

The Chairman adjourned the meeting at 1:35 p.m.

Wm Jackson
Chairman

G. H. Coleman
Commissioner

Charles McCall
Commissioner

Tom Wask
Commissioner

Whitell
Commissioner

C. H. Head
Commission Services

October 28, 1975
Salem, Oregon

The Oregon Transportation Commission held their regular meeting at 10 a.m. in Room 122 of the State Highway Building in Salem, Oregon. Notice of the meeting was made by press release to newspapers of general and local circulation throughout the State. Present were:

Glenn L. Jackson, Chairman
Robert L. Mitchell, Secretary
Tom Walsh, Member
Michael P. Hollern, Member
B. Gordon Coleman, Member
George M. Baldwin, Director of Transportation
Robert A. Burco, Deputy Director
Walt Barrie, Chief Counsel
F. B. Klaboe, Administrator and State Highway Engineer
E. S. Hunter, Deputy State Highway Engineer
J. B. Boyd, Right of Way Engineer
David Talbot, State Parks Superintendent
Paul Burket, Administrator of Aeronautics
Dennis Moore, Administrator of Mass Transit
Harvey Ward, Deputy Administrator of Motor Vehicles
C. W. Head, Manager, Commission Services

There were others present from the Department of Transportation and representatives from the news media.

The Commission approved the minutes of the regular meeting of September 24, 1975.

HIGHWAY DIVISION

A list of properties needed for highways and other uses was presented by Mr. Boyd. He requested the Commission to declare by resolution the necessity of said properties for the public use to which they are to be put and to authorize him to attempt to agree with the owners of said properties as to price. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful and thereupon adopted "Condemnation Resolution No. 2639," which resolution by this reference is made a part hereof and filed in the Commission's files.

Mr. Barrie asked if there were any questions in connection with the informational reports previously submitted to the Commission on cases tried, cases settled, and institution of legal proceedings filed against the Department of Transportation since the last Commission meeting. There were no questions. (See Exhibit G on file in the Commission's files, Salem.)

Mr. Barrie reported on the case Helen R. Scott vs. State Highway Division, No. L-6935. The case involved the challenge of the Oregon Scenic Waterways Act and the regulations of the

FILE NO.	NAME	KIND OF DAMAGE	AMOUNT
CAO 74-456	James Burns	Vehicle	\$ 92.50
CAO 75-92	Morgan Drive Away	Metal Sign	\$ 787.54
CAO 75-131	Iva Marie Delay & Gregory Dean Delay	Bridge	\$ 889.89
CAO 75-141	Chularat Ratanavichai	Bridge	\$ 281.93

Consideration was given to adopting as a permanent rule a procedural rule in accordance with Oregon Laws to provide a reasonable opportunity for persons to be notified of the Oregon Transportation Commission's proposed actions. Mr. Barrie stated that this rule is necessary due to an amendment to the Administrative Procedures Act. A notice was published in the Secretary of State's Administrative Rule Bulletin on October 1, 1975, and there was no request received for a public hearing. Upon his favorable recommendation, the Commission adopted the following proposed rule as a permanent rule:

Rule in accordance with Oregon Laws 1975 ch 759 § 6 to provide a reasonable opportunity for interested persons to be notified of the Oregon Transportation Commission's proposed actions:

Prior to the adoption, amendments or repeal of any rule, the Oregon Transportation Commission shall give notice of the proposed adoption, amendment or repeal:

- 1) In the Secretary of State's Bulletin referred to in ORS 183.360 at least fifteen (15) days prior to the effective date.
- 2) By mailing a copy of the notice to persons on the Oregon Transportation Commission's mailing list established pursuant to ORS 183.335(6).
- 3) By mailing a copy of the notice to the following organizations or publications:
 - a) United Press International and Associated Press.
 - b) Oregon Labor Press.
 - c) Associated Oregon Industries.
 - d) Associated General Contractors.

(Copy of rule was forwarded to the Attorney General for approval prior to filing with the Secretary of State.)

Mr. Barrie reported that the State has been paid \$2,684,512.87 as a result of an anti-trust settlement of asphalt cases. He indicated there is a question as to how much the Federal Highway Administration will participate in this because of their

Department. The plaintiff wanted to build two houses along the Rogue River in Josephine County and paint them white. Under the State's regulations and statutes, the application was reviewed and denied. Plaintiff then brought an inverse condemnation proceeding claiming that because the State refused her the right to construct and paint her houses in the manner she desired, the State had in effect taken her land and she wanted compensation. The State prevailed in the trial court. Plaintiff appealed to the Oregon Court of Appeals and the Court of Appeals sustained the constitutionality of the Scenic Waterways Act and the validity of the regulations of the Division to implement the law.

Mr. Barrie presented a quarterly report of property damage claims for the period of July 1, 1975, through September 30, 1975. During this period \$64,409.99 was collected.

Attention was given to the abandonment of 15 damage claims totaling \$9,891.52. Mr. Barrie mentioned that these claims do not warrant further collection. He said this item was deferred at the September 24, 1975, meeting pending an Attorney General's opinion. The Attorney General issued his opinion and it sustains the Department's right to abandon these claims without going to the Secretary of State's Audit Division on the basis that damage claims are not debts owed. Only debts actually owed pursuant to a judgment or liquidated claims such as rent past due need be taken to the Secretary of State's Audit Division. Following his favorable recommendation, the Commission approved the abandonment of the following claims. (For further details see report on file in the Commission's files, Salem.)

FILE NO.	NAME	KIND OF DAMAGE	AMOUNT
CAO 74-186	Bert L. Rogers	Guardrail	\$ 159.95
CAO 74-235	Janet M. Grove	Bridge	\$2,134.87
CAO 74-252	Mr. & Mrs. Don R. Martin and Ms. Mary Louise Stewart	Guardrail	\$ 178.65
CAO 74-318	Ms. Dawn Ostradovec	Guardrail	\$ 222.92
CAO 74-390	William E. King & Western Leasing	Median Rail	\$ 702.99
CAO 74-403	4C's Meat Distributors, Ronald D. Pearson	Guardrail	\$ 226.41
CAO 74-405	Owners Operators Association & Byrne Trucking	Guardrail	\$2,411.33
CAO 74-409	Reed's Fuel & Trucking	Oil Spill	\$1,469.84
CAO 74-422	Christine M. Myrick & Teddy L. Tewalt	Guardrail	\$ 67.69
CAO 74-426	Donna J. Larson & Victor W. Jarrett	Guardrail	\$ 107.80
CAO 74-444	Robert W. Perry	Guardrail	\$ 157.21

(continued on page 1255)

FILE NO.	NAME	KIND OF DAMAGE	AMOUNT
CAO 74-456	James Burns	Vehicle	\$ 92.50
CAO 75-92	Morgan Drive Away	Metal Sign	\$ 787.54
CAO 75-131	Iva Marie Delay & Gregory Dean Delay	Bridge	\$ 889.89
CAO 75-141	Chularat Ratanavichai	Bridge	\$ 281.93

Consideration was given to adopting as a permanent rule a procedural rule in accordance with Oregon Laws to provide a reasonable opportunity for persons to be notified of the Oregon Transportation Commission's proposed actions. Mr. Barrie stated that this rule is necessary due to an amendment to the Administrative Procedures Act. A notice was published in the Secretary of State's Administrative Rule Bulletin on October 1, 1975, and there was no request received for a public hearing. Upon his favorable recommendation, the Commission adopted the following proposed rule as a permanent rule:

Rule in accordance with Oregon Laws 1975 ch 759 § 6 to provide a reasonable opportunity for interested persons to be notified of the Oregon Transportation Commission's proposed actions:

Prior to the adoption, amendments or repeal of any rule, the Oregon Transportation Commission shall give notice of the proposed adoption, amendment or repeal:

- 1) In the Secretary of State's Bulletin referred to in ORS 183.360 at least fifteen (15) days prior to the effective date.
- 2) By mailing a copy of the notice to persons on the Oregon Transportation Commission's mailing list established pursuant to ORS 183.335(6).
- 3) By mailing a copy of the notice to the following organizations or publications:
 - a) United Press International and Associated Press.
 - b) Oregon Labor Press.
 - c) Associated Oregon Industries.
 - d) Associated General Contractors.

(Copy of rule was forwarded to the Attorney General for approval prior to filing with the Secretary of State.)

Mr. Barrie reported that the State has been paid \$2,684,512.87 as a result of an anti-trust settlement of asphalt cases. He indicated there is a question as to how much the Federal Highway Administration will participate in this because of their

financing some of these programs in which federal funds were expended under the asphalt contracts. Contact will be made with the Federal Highway Administration to determine what percentage they will receive and how much the State will retain.

Mr. Talbot presented for the Commission's consideration Notifications of Intent by property owners to make various types of improvements along the Rogue River Scenic Waterway. He pointed out that these requests have been carefully investigated as to their compliance with the Scenic Waterways Act. The Commission acted on the following requests for reasons as stated in Mr. Talbot's letters to the Commission insofar as their authority under the Scenic Waterways Act is concerned.

- (1) Approved a request from Kenneth Klar to construct a house within the Rogue River Scenic Waterway on the left bank of the river directly across from Finley Bend in River Mile 88, Township 36 South, Range 7 West, Section 11, Lot 2108 in Josephine County.
- (2) Denied a request from John J. Ingalls to place a three bedroom mobile home on Lot 2, Township 35 South, Range 7 West, Section 11 of the Rogue Rim Subdivision in Josephine County.
- (3) Denied a request from Dennis Wheaton to construct an access road to building sites located on his property on the right river bank of the Rogue River just upstream from the Coon Rock Bridge near Illahee, Township 34 South, Range 11 West, Section 31, Lot 500 in Curry County.
- (4) Consideration was given to a request from George Echols to construct a two-story house located on the left bank of the Rogue River downstream from Finley Bend on River Mile 88, Township 36 South, Range 7 West, Section 11, Lot 2112 in Josephine County. Mr. Talbot said this is a request for a variance in the density standard. The house if constructed as proposed would be very visible from the river as there is no existing natural vegetation and the staff recommends denial. Mr. Talbot informed the Commission that Mr. Echols was present and would like to speak on his behalf before the Commission takes action on this matter.

Mr. Echols said his main purpose of being at the meeting was to see if something could be worked out so he could build his home. He indicated that if the house is built part of it would be visible from the river. He indicated he would be willing to plant some natural screen planting and trees on his property line, and would also be willing to dig down several feet so the roof line would be lower. Chairman Jackson mentioned the intent of the law and the

regulations are pretty clear that the responsibility of the Commission is to eliminate any possibility of any change in the environment of this river. He stated the Commission has tried to be realistic in its application of the goal that's set up in the Scenic River Law and the Commission must depend largely on the investigations made by its staff in whether or not a request is approved or denied. The Commission deferred action on Mr. Echols' request and asked the staff to confer with him in an attempt to work out an agreeable solution to the problem. Commissioner Coleman asked for some photographs of the area in question for the Commission to review at the November meeting.

Attention was given to an agreement with Dr. Stephen Dow Beckham to make an inventory of historic property in Oregon in order to participate in the National Register Preservation Program. Mr. Talbot mentioned that his staff is not able to undertake the project in the time frame required by the Federal Government. The project has been discussed with several possible contractors and a highly qualified person has been found to perform this work. The total cost is \$26,661 of which \$13,330 is reimbursable. The Commission approved the agreement as recommended by Mr. Talbot.

Mr. Talbot reported on the Willamette Greenway and the Land Conservation Development Commission's activities concerning the adoption of the Greenway Plan. He said after their staff analysis and many public hearings, it appears as if LCDC is going to find that the plan is generally inadequate. They are proposing to adopt a preliminary boundary which in effect would allow limited approval of local government grant and aid projects. They are proceeding toward adoption of a goal under their law which would then provide a measure of protection through local zoning to protect the river. They are also requesting that an entirely new plan be put together outlining ultimate uses for individual pieces of land along the river. The proposals that they have now in essence place the responsibility for the Greenway under local control as it was at one time. He said a Parks Staff person has been assigned to work half time with LCDC so that they understand the Department of Transportation's problems as they adopt rules and regulations. The LCDC have set up public workshops for November 1, 1975, in Salem, and the other one in Eugene on November 15, 1975.

Mr. Klaboe introduced Mr. Dick Carroll, District Engineer (Vancouver District) Washington Department of Highways.

Mr. Klaboe reported on actions taken under delegated authority received for filing with the Commission records. These reports show the actions taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders: (Exhibits on file in the Commission's files, Salem.)

(continued on page 1258)

Chairman of Oregon Transportation Commission
Vice Chairman of Oregon Transportation Commission
Administrator and Highway Engineer
Director of Permits
Right of Way Engineer
State Parks Superintendent
Chief Counsel

Exhibit A
Exhibit B
Exhibit C
Exhibit D
Exhibit E
Exhibit F
Exhibit G

Consideration was given for finance approval of bus turnout areas on the Sunset and Tualatin Valley Highways in Washington and Multnomah Counties. Mr. Klaboe said that eleven bus-loading sites are proposed on a 6.7 mile section of the Tualatin Valley Highway and three sites on a 0.6 mile section of the Sunset Highway. Tri-Met will construct bus shelters at eight of the project sites. This project is to be financed with Federal Aid Urban Extension Funds at an estimated cost of \$150,000. He mentioned the project was not anticipated and, therefore, not included in the Six-Year Program. Following his favorable recommendation, the Commission approved the construction of the bus turnout areas and placing this project on the Six-Year Construction Program.

Attention was given to the annual assessment of \$5,000 to the AASHTO Materials Reference Laboratory for the fiscal year 1976. Mr. Klaboe indicated that the reference library works in the fields of aggregate, soils, and bituminous materials. Its function is to tour various highway department laboratories to check testing procedures and to calibrate testing machines. It has provided a service in standardizing procedures and machinery through the National Bureau of Standards. Following Mr. Klaboe's recommendation, the Commission approved the annual payment.

Consideration was given to the revision of force account equipment rental rates. Mr. Klaboe mentioned that the rental rates was last revised on February 1, 1974, and following that adjustment work began on developing a computer program to reduce the amount of hand-computation required to make these adjustments. As a result of the rapid inflation of fuel prices and new equipment costs, a 15 percent, across-the-board interim increase was made with Commission approval on November 1, 1974. The computer program, developed jointly with the Washington Department of Highways, is now completed and a new schedule compiled. He indicated that these new rates have the concurrence of both the Oregon-Columbia Chapter of the Associated General Contractors and the Federal Highway Administration. The revision will increase the equipment rental rates approximately 8 percent over the November 1, 1974, rental adjustment. Following his favorable recommendation, the Commission approved the new rates effective November 1, 1975.

The Commission considered approving a mid-block crosswalk at M.P. 28.75 in the City of Cave Junction on the Redwood Highway in Josephine County. Mr. Klaboe said this is in a business area between two markets. He recommended approval due to the number of pedestrians now crossing at this location and the fact that the nearest intersection is 500 feet away. The Commission approved the crosswalk.

Attention was given to a request from the Public Utility Commissioner to construct additional Ports of Entry at Ontario and at Klamath Falls. Mr. Klaboe mentioned that he had given a report to the Commission at the September 24, 1975, Commission meeting. He stated that initial construction at current costs could reach \$1½ million to construct a Port of Entry facility. Annual operating costs would amount to \$200,000 to \$300,000. The Public Utility Commissioner has assembled statistical data which, based upon the first nine months of operation at Ashland, indicates over \$600,000 will be generated in the first year from additional fees and taxes collected due to the operation of that facility on a 24-hour, 7 day-week basis. There are additional benefits such as vehicle safety inspections, closer enforcement of size and weight laws, and a greatly increased service to the trucking industry. Mr. Klaboe said that, although the additional Ports are desirable, the Department must face the fact that higher priorities appear necessary for every available maintenance dollar due to the success of the fuel tax referendum initiative. Mr. Klaboe recommended that the construction of additional Ports of Entry be withheld at this time due to the financial situation. The Commission accepted his recommendation.

Consideration was given to approving an Off-System Roads Project in Washington County to replace the bridge over McKay Creek on Hornecker Road. Mr. Klaboe stated the estimated cost of the structure is \$241,800 of which \$188,604 will be Federal costs and \$53,196 will be the responsibility of the County. There will be no cost to the State. The Commission approved the project as recommended by Mr. Klaboe.

Mr. Klaboe reported that an allocation of 12 percent of the Highway Fund to the cities for the month of September, 1975, in the amount of \$1,328,744.91 will be released on October 31, 1975. (A list of apportionment to the cities on file in the Commission's files, Salem.)

Mr. Klaboe pointed out that under ORS 366.535 the counties are entitled to receive 20 percent of all funds received from motor vehicle taxes and fees. For the month of September, 1975, the amount credited to the counties totals \$2,214,574.86 which amount will be released on October 24, 1975, as apportioned by law. (A list of apportionment to the counties on file in the Commission's files, Salem.)

The Commission considered adopting as a permanent rule the establishment of a truck route which would route Swan Island truck traffic from and to I-5 south through the Broadway-Weidler Interchange in the City of Portland during the hours of 11 p.m. to 6 a.m. The State held a hearing on this proposal last month in Portland and the City of Portland has held six hearings concerning this truck route. The Commission referred the truck route back to the City for reconsideration in September 1974. He indicated there were several reasons for objecting to the proposal, but the basic reason was the truck route would be in conflict with the

Coliseum events and it had a longer time span from 7 p.m. to 6 a.m. A Task Force was formed to restudy the route. The truckers were members of this Task Force and also Mr. Robert Bothman, Assistant State Highway Engineer. Mr. Klaboe called on Mr. Bothman to comment on this matter. Mr. Bothman reported that the truckers had not agreed with the Task Force as a whole and they did provide an alternative to limit the trucks only in one direction going downhill into Swan Island. This was discussed at the Portland City Council and at the Task Force meeting and neither groups went along with the truckers. He stated that this proposal removes about 125 southbound trucks each night from Going Street. There are approximately 53 trucks each night using Going Street to and from the north. The Commission adopted the following as a permanent rule as recommended by Mr. Klaboe:

Establishment of a truck route which would route Swan Island truck traffic from and to I-5 south through the Broadway-Weidler Interchange in Portland during the hours of 11 p.m. to 6 a.m. The route would utilize N.E. Broadway, N. Interstate Avenue (ORE99E), N. Greeley Avenue and N. Going Street. Approval subject to the provision that the City of Portland will bear the cost of signing, traffic control, lane revisions, curb revisions at 90-degree turns and street improvements necessary to reduce hazards on the truck route.

(The permanent rule was published in the Secretary of State's Administrative Rule Bulletin on November 15, 1975, and will become effective on November 25, 1975.)

The Commission considered establishing October 28, 1975, as the legal date for use of studded tires in Oregon. Mr. Klaboe pointed out that under ORS 483.516, the Commission has authority to shorten or lengthen the period for the permissible use of studded tires in any area of the State. The legal date to use studded tires was November 1, which this year is also the opening date of the elk hunting season. A number of requests have been received from hunters that they be allowed to use studded tires a day or two early to enable them to get to their hunting areas in the mountains prior to opening day. Upon the recommendation of Mr. Klaboe, the Commission approved the legal date for use of studded tires as October 28, 1975.

Attention was given to requests from Curry, Wasco and Washington Counties for Federal-aid Secondary County Projects. Following Mr. Klaboe's recommendation, the Commission approved the requests and authorized the Administrator to sign the agreements when prepared.

(continued on page 1261)

COUNTY & FAS NO.	SECTION & DESCRIPTION	PROGRAMMED AMOUNT	STATE'S SHARE (rounded)
Curry 08-109	Hunter Cr. (Hunter Rd.) Br. Structure	\$110,000	\$12,000
Wasco 942	Dufur By-Pass Grade, Pave & Structure	350,000	38,000
Washington 632	Cornell Rd.-Croeni Rd. Sec. Cornelius Pass Rd. Grade & Pave	260,000	29,000
	TOTAL	\$720,000	\$79,000

The Commission considered requests from the Cities of Albany, Portland, St. Helens, and Marion and Multnomah Counties for Federal-aid Urban System Projects. Mr. Klaboe mentioned that these projects have been investigated and are eligible for funding under the Federal-aid Urban System Program. The Commission approved the following projects as recommended by Mr. Klaboe and authorized the Administrator to sign the agreements when prepared.

Jurisdiction	Section	Total Cost	Federal Funds	State's Share
Albany	Periwinkle Cr. Br. Third Ave., FAU 2940	\$ 85,000	\$ 66,300	\$ 9,350
Albany	Broadway St.-Pacific Blvd., Queen Ave., FAU 2820 (widening)	170,000	132,600	18,700
Albany	Pacific Blvd.- Santiam Hwy., Waverly Dr., FAU 2955 (widening)	200,000	156,000	22,000
Portland	SW Sheridan St.-SW Slavin Rd., Pacific Hwy. W., FAP 9 (exclusive bus lane on SW Barbur Blvd.)	350,000	273,000	38,500
St. Helens	Columbia River Hwy.- Sixth St., Gable Rd.- Old Portland Rd.-Plymouth St., FAU 6220, 6270, 6260 (truck route development)	177,000	138,000	19,500
Marion Co.	Lancaster Dr. (FAU 1615) at State St. (FAU 1620) (signals)	40,000	31,200	4,400

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<u>Jurisdiction</u>	<u>Section</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State's Share</u>
Marion Co.	Lancaster Dr.- Walker Rd., Silverton Rd., FAU 1720 (4 lane project)	\$1,292,000	\$1,007,800	\$142,100
Mult. Co.	SE Washington St. (FAU 0710) at 96th Ave. (traf- fic signals)	20,000	15,600	2,200
TOTAL		\$2,334,000	\$1,820,500	\$256,750

The Commission considered the abandonment of the Princeton-Malheur County Line Section of the Steens Highway in Harney County. Mr. Klaboe stated that by an agreement of July 10, 1952, Units A and B were to be abandoned to the County as the respective sections were reconstructed and Units C through L to the abutting property owners. Only Unit A has been formally abandoned and the remaining units will be abandoned by this resolution formalizing the agreement and clarifying the records. Approximately 2.5 miles are transferred to the County and approximately 20 miles of the old right of way to the abutting property owners. The Commission approved the abandonment as recommended by Mr. Klaboe and thereupon adopted "Abandonment Resolution No. 263," which resolution by this reference is made a part hereof and filed in the Commission's files.

Attention was given to an abandonment of a segment of the Forest Grove Section (0.5 mile) of the Tualatin Valley Highway to Washington County. Mr. Klaboe pointed out that the new section is now open to traffic and as provided in the agreement of January 30, 1974, the old highway may now be transferred to the County for County road purposes. Following Mr. Klaboe's recommendation, the Commission approved the abandonment and thereupon adopted "Abandonment Resolution No. 468," which resolution by this reference is made a part hereof and filed in the Commission's files.

Consideration was given to adopting a resolution redesignating the Nehalem and Tualatin Valley Highways in and through the City of Forest Grove in Washington County. Mr. Klaboe mentioned that the resolution provides:

- (1) That the portion of the present Tualatin Valley Highway on Pacific Avenue between the northerly end of the bypass and College Way, including that portion of 19th Avenue consisting of the eastbound leg of the couplet, be designated as the Tualatin Valley Highway Spur.
- (2) That the Nehalem Highway be extended from its terminus at 19th Avenue and Council Street westerly on 19th Avenue-Pacific Avenue couplet

(Continued on page 1263)

October 28, 1975

to "B" Street and southerly on "B" Street to the south connection of the bypass.

- (3) That Council Street between 19th Avenue and Pacific Avenue be designated as one-way north-bound only to relieve a sight distance restriction.
- (4) "B" Street between Pacific Avenue and 19th Avenue would be the southbound leg of the Nehalem Highway Couplet.

The Commission approved the redesignation as recommended by Mr. Klaboe and thereupon adopted "Secondary Highway Designation Resolution No. 77," which resolution by this reference is made a part hereof and filed in the Commission's files.

The Commission considered adopting a resolution transferring The Dalles Bridge, its connections and approaches, to the State of Oregon from Wasco County. Mr. Klaboe pointed out that all of Wasco County's right, title, interest, jurisdiction, maintenance and control will pass to the State to complete this transfer as provided in an agreement between the County and the State dated May 29, 1973, and clarify its status as part of The Dalles-California Highway and the State Highway System. Following Mr. Klaboe's recommendation, the Commission adopted "Abandonment Resolution No. 555," which resolution by this reference is made a part hereof and filed in the Commission's files.

Attention was given to an agreement with Clackamas County for the maintenance of traffic signals on the Clackamas Highway at Rusk Road, Lake Road, Pheasant Court and Johnson Road. Mr. Klaboe indicated that maintenance of these intersections, together with the interconnect equipment, has become very complex in nature making it desirable that the State assume the maintenance responsibility. The agreement reassigns the maintenance responsibility to the State and the County will continue to be responsible for electrical energy consumed. Following Mr. Klaboe's favorable recommendation, the Commission approved the agreement.

Consideration was given to an agreement with Jackson County concerning the installation of traffic signals at the intersection of the Rogue Valley Highway at Ehrman Way. Mr. Klaboe mentioned that the State will prepare all plans and specifications and perform the work. The State will pay the total cost of the project estimated at \$42,000 and will be charged to Title II High Hazard Funds. After completion of the project, the State will maintain the traffic signals and the County will pay for all power. Upon Mr. Klaboe's recommendation, the Commission approved the agreement.

Mr. Klaboe called on Mr. R. N. Bothman, Assistant State Highway Engineer, for a report on the status of I-205 (East Portland Freeway). Mr. Bothman reported that following the hearing in April 1975, Multnomah County and the City of Portland adopted resolutions

and established a series of policies and guidelines on the design of I-205. This covered a section between Foster Road on the south and the north shore of the Columbia River on the Washington side. He indicated there were approximately 300 people in attendance at the hearing and considerable testimony received. A technical advisory committee was formed about a month following the hearing, consisting of the County, City, Tri-Met, DEQ, CRAG, and the Highway Division. He mentioned that the Committee has been working on taking those policies and guidelines and putting them into a revised plan. The current schedule calls for completion of the traffic analysis on a plan this month. He stated it will take about 2½ months to complete an air-noise analysis and about 1½ months to finish the draft statement, which leads to the hearing now scheduled in April 1976. The concept that has been developed at the request of the County and City is basically a six-lane freeway with a bypass facility. He said this has been accomplished in two ways:

- (1) By adding a separated busway to the facility and therefore reducing the auto lanes from eight to six;
- (2) By reducing the number of interchange connections to the freeway and therefore reducing the number of autos that have access to the freeway.

Mr. Bothman said that this meets the basic criteria of a good design as evaluated from a traffic standpoint.

Mr. Klaboe reported on an offer of settlement in the amount of \$55,000 concerning damage to the Astoria Bridge in Clatsop County on December 8, 1973. He pointed out that a ship hit the fender protection on one of the big piers (Pier 169). The State's claim to the owners of the ship was \$114,278.83. The State's forces tried to fix the damage but it did not work and as a result, time and money were lost. On the positive side, the State did receive a betterment from the repair work. Steel piles were added to compensate for loss of the timber piles resulting in a stronger fender system. The State's legal counsel and bridge engineers have been negotiating with the attorneys of the ship owners and it is felt that the offer of \$55,000 to settle this claim is fair and equitable. Following Mr. Klaboe's favorable recommendation, the Commission approved the settlement.

AERONAUTICS DIVISION

No report.

MASS TRANSIT DIVISION

See Page 1269 for small area transit matching grant programs.

October 28, 1975

MOTOR VEHICLES DIVISION

Mr. Ward placed before the Commission graphs of the motor vehicle registration fee revenue and vehicle fuels tax cumulative net revenue for the period of January 1970 through August 1975. (Copies of graphs on file in Commission's files, Salem.)

Based upon Mr. Ward's recommendation, the Commission approved the following items prior to submitting to the November 1975 Emergency Board meeting for their approval:

- (1) To secure increase in budget in the amount of \$166,267 in order to implement Senate Bill 1, which relates to the suspension and reinstatement of driver's privileges and the coordination with the courts. A major portion of the cost is for printing to acquaint the public with the provisions of the new law.
- (2) An additional expenditure of \$699,076 to implement Senate Bill 817 relating to color photo for driver's licenses over the next four years commencing July 1, 1976. (This bill will provide approximately \$1,500,000 of additional revenue to the Highway Fund during the current biennium.)

DEPARTMENT OF TRANSPORTATION Director's Report

The Commission set Tuesday, November 25, 1975, as the date for the next regular meeting.

Mr. Baldwin introduced Mel Makin, Urban Traffic Engineer, Department of Transportation, Planning Staff. He mentioned that Mr. Makin recently returned from the Pan-American Games in Mexico City where he won three gold medals and one silver medal in pistol competition.

See Page 1266 for policy development.

Mr. Baldwin called upon Don Streun, Assistant Director for Administration, to present the following items prior to submitting to the Emergency Board for approval: The Commission approved these items.

- (1) To fund an internal audit position from personal services savings, which eliminates a Fiscal Manager 1 position from the Office of Administration and a Clerk 2 position from the Highway Division. The increase in limitation for the Office of the Director would be \$14,859 and a decrease in Highway Division limitation by the same amount.

(continued on page 1266)

- (2) Increase the expenditure limitation for the Office of the Director and decrease the Motor Vehicles Division expenditure limitation to transfer two positions, one in support of the Citizens Participation Program and the other in support of the internal audit program, a transfer in limitation of \$56,323.
- (3) Increase the expenditure limitation for the Office of the Director by \$2,601,107 and reduce the expenditure limitation for the Motor Vehicles Division by \$2,523,869 to provide for the transfer of the budget and operating expenses for the computer center from the Motor Vehicles Division to the Office of Administration effective January 1, 1976, for the remainder of the biennium. The difference of \$77,238 represents space costs which will be billed to the Office of the Director and accounted as revenue in the Motor Vehicles Division's budget. This increases the Motor Vehicles Division's limitation by \$1,825,572 so that all the expenditure from the Data Processing Center from the Office of the Director can bill Motor Vehicles Division that amount for data processing services that they use. (The following costs were reported to the Commission in error at the meeting: increase the expenditure limitation of the Office of the Director by \$2,640,000 and decreasing the Motor Vehicles Division limitation by that and increasing the Motor Vehicles Division limitation by \$1,710,000.)

The Chairman recessed the meeting at 11:10 a.m. and reconvened at 11:25 a.m.

Mr. Burco presented to the Commission a tentative schedule for Commission policy development activities outlined as follows:

A twenty-one month period of fundamental policy development and refinement is envisioned involving staff, Commission, Governor's Office, Legislature and public leading up to, and through, the coming 1977 legislative session.

A four-month preliminary discussion and background period leading to recommendation of a policy framework and decision-making delegations for policy running from October 1975-January 1976 might be the first stage of such an effort. The end product of this period would be an adopted framework (outline) for a policy document to be delivered to the Legislature in January 1977, a clear consensus on plan and budget processes, a prioritizing of policy issues to be analyzed, and a delegation of authority delineating responsibilities of Commission, Governor's Office, Director, Transportation Policy Committee, Operations Policy Committee and divisions.

(continued on page 1267)

During February and March, 1976, the Commission may choose to hold hearings around the state as part of the criteria development portion of the plan. The Commission may choose to participate with staff in the future workshop-conference that has been under consideration by the Department for some time. Formal adoption of policy framework and decision-making delegations could follow this period.

A third stage of policy development would involve participation of the Commission in developing and refining policy, plan, budget and individual policy issues from April-December 1976. Interaction with the Governor's Office and other departments would take place during this period. Public hearings before recommending alternative plan and policy might be held by the Commission during the fall.

A fourth stage would involve delivery of a policy document, plan and budget to the 1977 Legislature, defense and negotiation of them through the legislative process, and adoption of agreed upon guidelines for ODOT programs in 1977-79 and future program development in a policy, plan and resource framework.

He suggested the following schedule for Commission meeting policy agendas during the period October 1975-January 1976.

October 28, 1975	Regular meeting. Tentative schedule of policy development activities. Discussion paper on issue categories. Background discussion on transit. Land use example - Willamette Greenway.
Mid November, 1975	Policy development meeting. Discussion on issue categories. Guidance for policy framework.
November 25, 1975	Regular meeting. First draft policy framework. Background discussion on intergovernmental relations, land use.
December 9, 1975	Policy development meeting. Discussion on policy framework. Guidance on intergovernmental relations, land use, transit. Discussion on delegations of authority in policy development.
December 23, 1975	Regular meeting. Second draft policy framework. Background discussion on financing, decentralization, regulation.

(continued on page 1268)

January 13, 1976 Policy development meeting.
Guidance on financing, decentralization,
regulation.
Strategy development on plan, budget.

January 27, 1976 Regular meeting.
Staff recommendation on policy framework,
plan, delegations, budget development.

Mr. Fred Miller, Special Assistant, Transportation Policy Research and Special Studies, distributed to the Commission for their information a report concerning some major transportation policy areas for discussion. He said this report is not intended to be discussed today but was submitted to them for discussion at their next meeting. The report covers the following items:

- (1) The negotiation of the role of transportation on the State level.
- (2) Intergovernmental relations.
- (3) How and at what level should future transportation improvements be financed?
- (4) Priorities in ODOT's operating Divisions.
- (5) Public transportation.
- (6) ODOT's role with the private sector.
- (7) What are the future internal directions for the Department?

(Copy of report on file in the Commission's files, Salem.)

Mr. Moore distributed to the Commission a document entitled "Overview on Public Transportation in Oregon Related to Potential Policy Issues." He mentioned that this paper covers a number of activities, events and influences, both internal and external, which have highlighted some potential policy issues concerning public transportation in Oregon. He discussed the document which includes subjects concerning the establishment and purpose of the Mass Transit Division; transportation disadvantaged; transit development; federal funding; operations; facility development, such as park and ride stations, transit lanes, etc.; State employee-carpool projects; marketing; and goals. He said these subjects have raised policy issues on public transportation at the State level and that policies should be established. (Copy of document in Commission's files, Salem.)

There was discussion regarding the Experimental Transportation Project within the Willamette Valley which the Commission approved at its September 24, 1975, meeting to send to the Emergency Board. (A final report was recently mailed to the Commission.) Mr. Moore said this item was placed on the Emergency Board's October

October 28, 1975

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agenda. The Budget Division, Executive Department, made a recommendation for deferral of the project pointing out that they did not have time to consume the full project in its entirety. The final report at that time was not available although it was made available to the Board within 24 hours thereafter. The Legislative Fiscal Office questioned the availability of Federal Funds the State was proposing to seek as part of the project. Subsequently, because there were some questions from the Governor's Office and the Executive Department, the Directors of the Executive Department and the Department of Transportation pulled the project for a month to re-evaluate. Mr. Moore recommended the project be placed on the November Emergency Board agenda if the Commission has no objections. There were no objections.

The Commission received a memo dated October 27, 1975, from Mr. Moore relative to the small area transit matching grant program. (Copy of memo on file in Commission's files, Salem.) He stated the purpose of this memo is to seek the Commission's initial approval of general guidelines for the expenditure of \$96,000 from the Mass Transit Division 1975-77 Biennial Budget for small area matching grants. There was some question as to the Legislative intent upon approval of the \$96,000 appropriation. In the opinion of legal counsel, the funds can be used only to match bus grants. He mentioned that the State has received two requests: (1) from the City of Roseburg to use approximately \$20,000 of the funds to match Federal funds to purchase buses; (2) from the City of Ontario for \$4,000 to continue an experimental transportation project which was late in getting underway in the 1973-75 biennium. He indicated the Governor has asked the Department to explore the availability of funding for the Western Lane County Bus Project for a two-day a week bus service from Florence to Eugene. He recommended that the Commission adopt the following tentative guidelines for approval of bus grants in small areas:

- (1) Match funds only be made available to municipal corporations having a population of less than 50,000 or districts which contain no cities of larger than 50,000 populations.
- (2) That the recipients of the grant fulfill all the planning requirements and all the capital grant requirements of the Urban Mass Transportation Administration (UMTA). Additionally, the recipients should have preliminary approval of an 80 percent capital grant from UMTA.
- (3) State match grants would be limited to \$8,000 per bus or 20 percent of project costs, whichever is less.
- (4) State funds would be for buses, with normal accessories, such as fare boxes, tires, air conditioning, wheelchair ramps and lifts and radios as part of the bus purchase prices.

(continued on page 1270)

- (5) In order to receive State funds, buses should be made available for use by the general public within the operating system of the recipient.
- (6) State funds would not go to any individual community within a transit district or a transportation district boundary. Only the district may receive funding. The district will not be funded if it contains a city of over 50,000 population.
- (7) All requests for such funds must be approved by the Transportation Commission before funds can be released to the recipients.

The Commission approved these seven guidelines.

Mr. Moore requested approval to go to the Emergency Board to request up to \$16,000 for experimental transportation projects within smaller urban areas or regions. He stated the recipients could be cities, counties or non-profit corporations representing areas that generally have a population of less than 50,000. This would not preclude the possibility of providing services from a small urban or rural area into a larger urbanized area. If approved by the Emergency Board, each project would be submitted to the Commission for approval. The Commission approved Mr. Moore's recommendation to submit this project to the Emergency Board.

Mr. Burco stated that the Department would like to go ahead with transit as one policy area and begin to activate a task force to generate some alternatives and some analysis to bring back to the Commission. The Commission approved the Tentative Schedule Policy Development Activities as shown on Pages 1266 through 1268.

The Commission set the date of Thursday, November 13, 1975, for their next policy development meeting.

The Chairman adjourned the meeting at 12:35 p.m.

Gleason L. Jackson
Chairman

Robert L. Blum
Commissioner

Commissioner

Commissioner

Commissioner

C. M. Head

Commission Services

October 28, 1975

TO:

SUBJECT

By your
my office
the Oregon
and action
all action
action

Attachment

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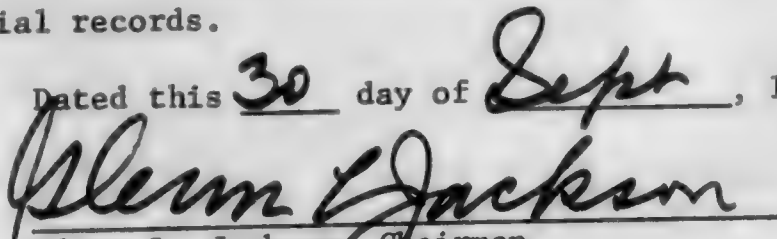
EXHIBIT A

TO: OREGON TRANSPORTATION COMMISSION

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed on the attachment hereto and report this action for your official records.

Dated this 30 day of Sept, 1975


Glenn L. Jackson, Chairman
Oregon Transportation Commission

Attachment List:

- 1) Options accepted (18) totaling \$55,561
- 2) Easement to Billie L. Bingham approved (File 3102, 3103)
- 3) Sale of excess property approved (File 18572)
- 4) Sale of excess property approved (File 19413)
- 5) Agreement with Medford Irrigation District approved
- 6) Agreement with Grants Pass Irrigation District approved.

EXHIBIT A

(1) OPTIONS TO PURCHASE REAL PROPERTY

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
36068	Luer, Horst & Trudel	\$ 0.00
43344	Herman, A. Delos	22,605.00
47982	Nelson, Walter L. & Ione E.	2,380.00
48137	Poe, Cecil L. & Elsie	200.00
48223	Huntington, Walter L. & Elva M.D.	200.00
48473	Hess, Fred W. & Shirley	7,700.00
48620	Davidson, B. Merl & Dorothy	9,250.00
48632	Looney, Maynard G. & Marie	2,800.00
48633	Looney, John D.	2,000.00
48638	Standley, Oran C.	550.00
48661	Powell, Richard A. & Barbara	25.00
48687	Heirs of J. T. Adams	650.00
48698	Rudolph, Maxine S.	5,000.00
1-285.98	Anhorn, Irene	315.00
9-43.09	Diocese of Oregon	50.00
25-30.66	Forest Lodge Inc.	615.00
25-30.66	Schulz, Karl & Lyllis Ann	360.00
21 SR's	National Advertising Company	861.00
	18 Transactions	\$ 55,561.00

- (2) Grant a 30 foot roadway easement to Billie L. Bingham over 0.18 acre for a consideration of \$270.00 on the Winston-Shady Interchange Section of the Coos Bay-Roseburg Highway in Douglas County. File 3102, 3103
- (3) Sale of 1.83 acres excess property on the Suicide Creek-Pacific Highway Section of the Coos Bay-Roseburg Highway in Douglas County for a minimum consideration of \$750, subject to mineral and geothermal rights and R/W easements. File 18572.
- (4) Sale of 1.84 acres excess property on the Deady-Winchester Section of the Pacific Highway in Douglas County for a minimum consideration of \$875, subject to PP & L Easement. File 19413.
- (5) Agreement with the Medford Irrigation District for reconstruction of facilities on the Ross Lane-Lozier Lane Section of the Jacksonville Highway in Josephine County for a cost of approximately \$10,000. District agrees to quitclaim any private easement in the r/w.
- (6) Agreement with the Grants Pass Irrigation District for reconstruction of facilities on the Grants Pass-New Hope Road Section of the Jacksonville Highway in Josephine County for a cost of approximately \$115,000. District agrees to quitclaim any private easements in the right of way.

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 9-30-75

EXHIBIT A

REPORT OF CONFIRMATION OF TELEPHONE ACTION UNDER DELEGATED AUTHORITY

No. 1 Project NW 9th St. at NW Buchanan Ave. (Corvallis)
(Contract No. 8298)
Type of Work 0.23 mi. grading, paving & signals F.A. Proj. No. HHS-2045(1)
County Benton Highway FAU 2045 (N.W. 9th St.)
No. of Bidders 2 Low Bidder Morse Bros., Inc., Lebanon
Low Bid \$ 121,892.18

Engineer's Recommendation: Award to low bidder as soon as approval of the Federal Highway Administration and City of Corvallis is received and the sum of \$15,600.00 is deposited by City.

No. 2 Project Clackamas River (McLaughlin) Bridge
Type of Work Maintenance Painting F.A. Proj. No. --
County Clackamas Highway Pacific Highway East
Industrial Painting & Sand-Blasting
No. of Bidders 6 Low Bidder Company, Oregon City
Low Bid \$ 89,000.00

Engineer's Recommendations:

REJECTED ALL BIDS. (Approved by Chairman Jackson October 10, 1975)

No. 3 Project Milton Creek & Beaver Creek Bridges (Contract No. 8300)
RS-601(1), RS-381(2),
Type of Work Grading, Paving & Structures F.A. Proj. No. RS-394(2)
County Columbia Highway FAS 689, 816, 854
No. of Bidders 8 Low Bidder A. K. Lundmark & Son, Inc., Colton
Low Bid \$ 298,519.00

Engineer's Recommendations: Award to low bidder as soon as approval from Columbia County is received and sum of \$38,200.00 is deposited by County.

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 10-2-75

EXHIBIT A

No. 4 Project Bend Maintenance Building
(Contract No. 8301)
Type of Work Building Construction F.A. Proj. No. --
County Deschutes Highway --
No. of Bidders 6 Low Bidder Jack Mathis Gen. Contr. Inc., Roseburg
Low Bid \$ 127,370.00
Engineer's Recommendation: Award to low bidder.

No. 5 Project Candlelight Dr.-Louis St. (Eugene)
(Contract No. 8302)
Type of Work 1.37 mi. grading & paving F.A. Proj. No. M-1320(1)
County Lane Highway FAU 1320 (Royal Ave.)
No. of Bidders 2 Low Bidder Eugene Sand & Gravel, Inc.
Low Bid \$ 679,531.00

Engineer's Recommendations: Award to low bidder as soon as approval from Federal Highway Administration and City of Eugene is received and the sum of \$375,000.00 is deposited by City.

No. 6 Project SE 92nd Ave.-NW Ava Ave.
(Contract No. 8303)
Type of Work 6.83 mi. grading, paving & signals F.A. Proj. No. M-0640(2)
County Multnomah Highway Mt. Hood
No. of Bidders 5 Low Bidder Cascade Const. Company, Inc., Portland
Low Bid \$ 648,500.00

Engineer's Recommendations: Award to low bidder as soon as approval from Federal Highway Administration is received.

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 10-2-75

EXHIBIT A

No. 7 Project Tillamook and Trask River Bridges
(Contract No. 8304)
Type of Work Maintenance Painting F.A. Proj. No. --
County Tillamook Highway Netarts
No. of Bidders 5 Low Bidder Clark Painting Co., Concord, Calif.
Low Bid \$ 36,655.00

Engineer's Recommendation: Award to low bidder.

No. 8 Project Mosquito Creek Bridge
(Contract No. 8305)
Type of Work Grading, Paving & Structure F.A. Proj. No. RS-500(2)
County Yamhill Highway FAS 753
No. of Bidders 7 Low Bidder Ross Bros. Construction, Inc., Salem
Low Bid \$ 131,876.00

Engineer's Recommendations: Award to low bidder as soon as approval is received from Yamhill County and sum of \$16,700.00 is deposited by County.

No. 9 Project Scott Creek-Stony Brook
(Contract No. 8306)
Type of Work 0.61 mi. Grading & Paving F.A. Proj. No. --
County Douglas Highway Umpqua
No. of Bidders 4 Low Bidder Roseburg Paving Inc.
Low Bid \$ 179,501.00

Engineer's Recommendations: Award to low bidder.

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 10-2-75

EXHIBIT A

No. 10 Project Corvallis-Lebanon Hwy. @ Co. Rds. 704 & 705
(Contract No. 8307)
Type of Work 0.25 mi. Grading & Paving F.A. Proj. No. ---
County Linn Highway Corvallis-Lebanon
No. of Bidders 3 Low Bidder Corvallis Sand & Gravel and
McNesby & Aubry, Corvallis
Low Bid \$ 63,960.00
Engineer's Recommendation: Award to low bidder.

On October 2, 1975, I accepted the Administrator and State Highway Engineer's recommendations for award of the projects on which bids were received September 25, 1975, and authorized him to sign the contracts when conditions for the awards have been met.

Dated this 14 day of Oct, 1975
Glenn L. Jackson
Glenn L. Jackson, Chairman
Oregon Transportation Commission

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 10-2-75

EXHIBIT A

TO: Oregon Transportation Commission

SUBJECT: Report of Confirmation of Actions Taken
Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the actions listed and report this action for your official records:

- 1) Approved on October 2, 1975, by telephone the sale of 12.37 acres excess property on Barton Road Overcrossing Section of the Pacific Highway in Douglas County for a minimum consideration of \$1,100 in a direct sale to Douglas County for a garbage collection site. File 14291 (Real Property Resolution No. 709)
- 2) Approved on September 26, 1975, an agreement with the U.S. Forest Service for the temporary reinforcement of the North Powder River Bridge in order for it to be used by logging trucks and forest contractor trucks of the US Forest Service. The agreement provides that the Forest Service will bear all costs of reinforcing the bridge and provide that its timber purchasers and contractors will furnish a \$50,000 indemnity bond to cover any damage caused to the bridge by placing or removing the auxiliary bents and any damage to the bridge or extraordinary maintenance caused by their usage of the bridge.

Dated this 7 day of Oct, 1975



Glenn L. Jackson, Chairman
OREGON TRANSPORTATION COMMISSION

EXHIBIT A

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed on the attachment hereto and report this action for your official records.

Dated this 7 day of Oct., 1975

Glenn L. Jackson
Glenn L. Jackson, Chairman
Oregon Transportation Commission

Attachment List:

- 1) Options accepted (16) totaling \$57,076
- 2) Agreement with Travel Information Council approved

EXHIBIT A

(1) OPTIONS TO PURCHASE REAL PROPERTY

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
43329	Spear, David R.	\$ 350.00
47008	Longview Fibre Company	14,900.00
47980	Wallace, Amy F.	5,595.00
48068	Forster, Frieda et al	1,000.00
48145	LeMar, Leland & Hansen, Patia J.	1,915.00
48631	Bureau of Land Management	6,356.00
48634	Looney, Velda M.	5,294.00
48636	Prestidge, W. W. & D. H.	8,450.00
48655	Labenske, Fred B. & Louella	2,800.00
48670	Gardner, Richard & Marie	500.00
48671	Lee, Menzie & Viada M.	150.00
48693	Weaver, Sherry et al	3,000.00
48696	Looney, Velda et al	5,000.00
1-55.05	Marion County	50.00
37-1.57	Peterson, Roy H.	240.00
19 SR's	National Advertising Company	1,476.00
	16 Transactions	<u>\$ 57,076.00</u>

- (2) Contract rescinding a contract entered into in May of 1975 between the Travel Information Council and the Highway Division covering erection of LOGO signs on the interstate system. The purpose of the rescission is to allow the TIC to get an expenditure limitation increase in their budget and negotiate a new contract with the Highway Division as soon as that is accomplished.

10/3/75
[Signature]
 Asst. State Hwy. Engr.

NOTED
 F. B. KLABOE

APPROVED
[Signature]
 STATE HIGHWAY ENGINEER
 DATE: 10-2-75

APPROVED BY CHAIRMAN
 GLENN L. JACKSON
 DATE OCT. 7, 1975

EXHIBIT A

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed on the attachment hereto and report this action for your official records.

Dated this 14 day of Oct, 1975

Glenn L. Jackson

Glenn L. Jackson, Chairman
Oregon Transportation Commission

Attachment List:

- 1) Options accepted (10) totaling \$53,040
- 2) Four signalization agreements with Southern Pacific Transportation Company approved
- 3) Two easements to Clackamas County approved
- 4) Agreement with City of Medford approved
- 5) Agreement with Multnomah County approved

EXHIBIT A

(1) OPTIONS TO PURCHASE REAL PROPERTY

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
42601	Marsh, N. B. & Catherine	\$ 26,100.00
43314	Dilger, Felix L. & Rosemary D.	500.00
43344	Benham, Dean	500.00
47273	Kerr, Frances E.	15,000.00
47274	Brown, H. B. & Frances	2,900.00
47893	Fraba, Fredrick E. & Lucille L.	7,550.00
8-32.38	Roloff, Walter	240.00
9-354.17	Estate of Jorgen Jogensen	100.00
25-32.23	Howe, Robert	50.00
25-31.28	Musil, Larry	100.00
	10 Transactions	\$ 53,040.00

2) Four signalization agreements with Southern Pacific Transportation Company:

- Grade crossing of Main & Sherman St. in Newberg, Yamhill Co.
- Grade crossing of Ehrman Way in Central Point, Jackson Co.
- Grade crossing of Fourth St. in Medford, Jackson Co.
- Grade crossing of S. Bridge St. in Sheridan, Yamhill Co.

3) Grant two easements at no cost to Clackamas County for sewer installations on State right of way for the S. E. Hinkley Ave-Lake Rd. Interchange Section of the East Portland Freeway in Clackamas County. Files 46232, 46233.

4) Letter-form agreement with City of Medford for installation of a traffic signal at the intersection of 10th and Oakdale Streets in Jackson County. This project is eligible for 90% Federal Aid Funding under Section 209 of Title II, Highway Safety Act of 1973. Total estimated cost for the work is \$22,000. The City will provide the 10% (\$2,200) matching funds with no expense to State. (County-City Unit)

5) Letter-form agreement with Multnomah County for improvement of a traffic signal at the intersection of S. E. Division and S. E. 112th Avenue. This project is eligible for 90% Federal Aid Funding under Section 209 of Title II, Highway Safety Act of 1973. Total estimated cost for the work is \$40,000. The County will provide the 10% (\$4,000) matching funds with no expense to State. (County-City Unit)

APPROVED

STATE HIGHWAY ENGINEER

APPROVED BY CHAIRMAN
GLENN L. JACKSON

DATE 10-14-75

Approved 10/13/75
[Signature]
Asst. State Hwy. Engr

10-13-75

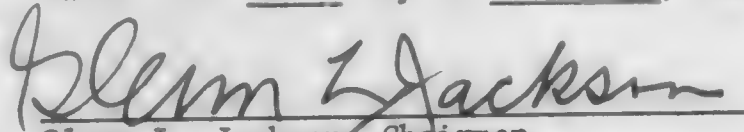
EXHIBIT A

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed on the attachment hereto and report this action for your official records.

Dated this 21 day of Oct, 1975


Glenn L. Jackson, Chairman
Oregon Transportation Commission

Attachment List:

- 1) Options accepted (8) totaling \$14,570
- 2) Sale of 1.2 acres property (Files 3556 and 3557) authorized
- 3) Sale of 0.92 acre property authorized (File 9661)
- 4) Sale of 0.15 acre property authorized (File 20994, 20995)
- 5) Agreement with Linn County approved
- 6) Agreement with Douglas County approved

EXHIBIT A

(1) OPTIONS TO PURCHASE REAL PROPERTY

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
48523	Carver, Robert A. & Echo C.	\$ 100.00
48637	Roseburg Lumber Company	1,410.00
48639	Hills, Wilton F. & Wilma J.	5,400.00
48663	Stramiello, Anthony M. & Alberta M.	2,380.00
48664	Gjovik, Lars M. & Margaret N.	700.00
48822	Roseburg Lumber Company	4,210.00
48830	Willamette Industries Inc.	10.00
123-14.31	Union Pacific Railroad Company Corp.	360.00
	8 Transactions	<u>\$ 14,570.00</u>

- 2) Sale of 1.2 acres excess property on the Crawfordsville-Holley Section of the Halsey-Sweet Home Highway in Linn County for a minimum consideration of \$720, retaining mineral and geothermal rights. Files 3556, 3557.
- 3) Sale of 0.92 acre excess property on the Siuslaw Highway-Alpha Section of the Alsea-Deadwood Highway in Lane County for a minimum consideration of \$850. File 9661.
- 4) Sale of 0.15 acre excess property on the City Limits-Barbur Blvd. Section of the Pacific Highway in Multnomah County for a minimum consideration of \$4180. Files 20994, 20995. (Real Property Resolution No. 710)
- 5) A letter-form agreement with the Linn County Board of Commissioners for reconstruction of Knox Butte Road between Scrael Hill Road and Burkhart Creek Bridge. This project is eligible for 90% Federal Aid funding under Section 230 of Title II, Highway Safety Act of 1973. Total estimated cost of the work is \$40,000. County will provide the 10% (\$4,000) matching funds with no expense to State. (County-City)
- 6) A throughway agreement with Douglas County covering proposed construction of the West Unit, Drain-Anlauf Section of the Umpqua Highway. Certain county road connections are to be reconstructed and, upon completion, excess right-of-way will be transferred to county jurisdiction. The project is estimated to cost \$2 million, and is to be financed with 1974 Bond Program monies. (County-City)

10/17/75
[Signature]
 Asst. State Hwy. Engr

APPROVED
[Signature]
 STATE HIGHWAY ENGINEER
 DATE: 10-20-75

APPROVED BY CHAIRMAN
 GLENN L. JACKSON
 DATE 10-21-75

EXHIBIT B

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
VICE CHAIRMAN OF OREGON TRANSPORTATION COMMISSION

NO REPORT

NOT APPLICABLE NO VICE CHAIRMAN AT THIS TIME

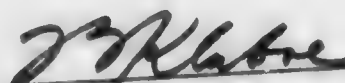
EXHIBIT C

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved all actions listed below and report this action for your official records:

- 1) On October 9, 1975, rescinded Speed Zone Resolution No. 232 dated September 27, 1956, so that the basic rule will prevail on the Otter Crest Loop Road (Oregon Coast Frontage Road) from M.P. F 129.69 to M.P. F 132.74) in Lincoln County. (See Speed Zone Order No. 707)
- 2) On October 17, 1975, establishing a 30 MPH speed zone on the Netarts Highway east of Bayview Road to Happy Camp Road in the community of Netarts, Tillamook County. (See Speed Zone Order No. 708)
- 3) On October 21, 1975, approved the issuance of permits for triple trailers for a period of one year.


F. B. Klaboe
Administrator and State Highway Engineer

10-22-75

EXHIBIT C

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ADMINISTRATOR AND HIGHWAY ENGINEER

On behalf of the Commission and under its authority delegated to me to award contracts when conditions have been fulfilled, I awarded the following contracts:

- 1) Work on 13th St., SE at Hines St. in Salem in Marion County. Bids received August 28, 1975. Contract No. 8291 awarded September 24, 1975, to L. K. Comstock & Co., Inc., Albany, at \$21,982.
- 2) Milton Creek and Beaver Creek Bridges on FAS 689, 816 and 854 in Columbia County. Bids received September 25, 1975. Contract No. 8300 awarded October 21, 1975, to A. K. Lundmark & Son, Inc., Colton, at \$298,519.
- 3) Candlelight Dr.-Louis St. (Eugene) Section of Royal Avenue in Lane County. Bids received September 25, 1975. Contract No. 8302 awarded October 17, 1975, to Eugene Sand and Gravel, Inc., Eugene, at \$679,531.
- 4) SE 92nd Avenue-NW Ava Avenue Section of Mt. Hood Highway in Multnomah County. Bids received September 25, 1975. Contract No. 8303 awarded October 3, 1975, to Cascade Construction Co., Inc., Portland, at \$648,500.
- 5) Mosquito Creek Bridge Section of FAS 753 in Yamhill County. Bids received September 25, 1975, Contract No. 8305 awarded October 14, 1975, to Ross Bros. Construction, Inc., Salem, at \$131,876.

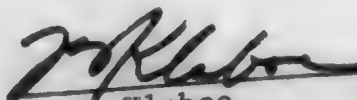

F. B. Klaboe
Administrator and State Highway Engr.

EXHIBIT C

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ADMINISTRATOR AND STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

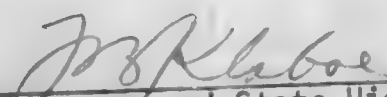
<u>Contractor and Contract No.</u>	<u>Section and Highway</u>	<u>Acceptance Date</u>
Corvallis Sand & Gravel & McNesby & Aubry No. 8150	Upper Salt Creek Rd.-Dolph Corner, Willamina-Salem Hwy., Polk County	September 23, 1975
Hansen Electric Co. No. 8091	Oregon Coast Hwy. @ Hemlock St. (Waldport), Oregon Coast Highway, Lincoln County	September 23, 1975
C. H. Stinson, Inc. No. 8040	Shutler Station-Olex, John Day Highway, Gilliam County	September 24, 1975
Fraday Construction Co. No. 8205	W. Illinois St. at N. Main St. (Newberg), Yamhill- Newberg Hwy., Yamhill County	September 25, 1975
E. H. Itschner Co. No. 8218	Elgin Rock Production, Weston-Elgin Highway, Union County	September 26, 1975
Eugene Sand & Gravel, Inc. No. 8255	Veneta (Second St.), Lane County	October 1, 1975
R. L. Coats No. 8159	Ford Lane-The Dalles-Calif. Hwy., Culver Highway Jefferson County	October 2, 1975
Schrader Construction Co., Inc. No. 8092	Terwilliger Bikeway, Unit 4 Multnomah County	October 3, 1975
Hamilton Construction Company No. 8207	Neawanna Cr. (Sundquist) Bridge, FAS 607, Clatsop County	October 4, 1975
J. C. Compton Co. No. 8172	Vale-Cairo Junction, Central Oregon Highway, Malheur County	October 7, 1975

EXHIBIT C

- 2-

Donald W. Thompson, Inc. No. 8093	Cape Lookout State Park Tillamook County	October 15, 1975
Kelly F. White Co. No. 8109	Deadman Creek-Wilson R. Wilson River Highway Tillamook County	October 15, 1975
Douglas S. Coats Construction No. 8095	Little Deschutes R. (Burgess) Bridge, FAS 555, Deschutes County	October 16, 1975
James A. Seiwald No. 8110	Nestucca Spit State Park Tillamook County	October 20, 1975
Hamilton Electric, Inc. No. 8063	Mill St.-Walnut St. (Eugene) Pacific West Hwy., Lane County	October 22, 1975
Johnson Rock Products, Inc. No. 8154	Clear Lake-Coos Co. Line, Oregon Coast Highway Douglas County	October 24, 1975

October 27, 1975



Administrator and State Highway Engineer

EXHIBIT C

October 27, 1975

Oregon Transportation Commission

Reports of Actions Taken Under Delegated Authority

On behalf of the Commission and under its authority delegated to me to approve and execute indentures of access, I approved and signed the following:

File 26887, 29283 Kinkade
Willowdale-Madras Section
The Dalles-California Highway, Jefferson County
Approved August 21, 1975 for widening

File 18698 Robertson
Tigard-Tualatin River Section
Pacific Highway West, Washington County
Approved August 26, 1975

File 32607, 32608
E. St. Spur Section
Redwood Highway, Josephine County
Approved September 3, 1975

File 46276 Leinart
Tolman Creek Road-Pacific Highway Section
Green Springs Highway, Jackson County
File 46267 Parent
Park Street-Pacific Highway Section
Green Springs Highway, Jackson County
Approved September 15, 1975

File 45075 Limbaugh
Winston-Shady Interchange Section
Coos Bay-Roseburg Highway, Douglas County
Approved September 19, 1975

File 46273 Miller
File 46269 Richards
Park Street-Pacific Highway Section
Green Springs Highway, Jackson County
Approved October 9, 1975

Frederick Klaboe

Administrator & State Highway Engineer

EXHIBIT D

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
DIRECTOR OF PERMITS

NO REPORT

EXHIBIT E

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

By duly adopted delegation order you authorized me in my official capacity to make formal offers to purchase real property in preparation for condemnation on behalf of the Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the following and report this for your records:

BIDDLE RD. INTER., CRATER LAKE HWY. SEC., CRATER LAKE HWY., JACKSON CO.

R-48643 - A & A Investments et al. 370 sq. ft. for right of way purposes. Offer \$1,900.

SLATER CR.-MYSTIC CR. SECTION, COOS BAY-ROSEBURG HWY., DOUGLAS COUNTY

R-47008 - Longview Fibre Co. et al. Parcel 1: 6.15 acres for right of way purposes; Parcel 2: 10.5 acres for right of way purposes; Parcel 3: 6.5 acres for scenic strip. Offer \$14,900.

R-48637 - Roseburg Lumber Co. et al. 4.7 acres for right of way purposes. Offer \$2,600.

R-48639 - Wilton F. Hills et ux. 11.9 acres for right of way purposes. Offer \$3,275.

R-48728 - Kenneth M. Young et al. Parcel 1: 9.6 acres for right of way purposes. Parcel 2: 1.05 acres for construction permit for access road. Offer \$5,200.

VAIL CREEK-SWEET HOME SECTION, SANTIAM HIGHWAY, LINN COUNTY

R-47980 - Amy F. Wallace, et al. Parcel 1: 3.3 acres for right of way purposes; Parcel 2: 0.4 acre for permanent easement for drainage; Parcel 3: 0.55 acre for permanent easement for drainage. Offer \$4,650.

R-47982 - Walter L. Nelson et ux. 1.96 acres for right of way purposes. Offer \$1,980.

R-47995 - Dora Kellenberger. Parcel 1: 1.65 acres for right of way purposes; Parcel 2: 1.0 acre for right of way purposes; Parcel 3: 1,250 square feet for permanent easement. Offer \$4,800.

R-48133 - Jack D. Legg et al. 0.19 acre for right of way purposes. Offer \$17,425.

R-47922 - Hester C. Langmack. 4.35 acres for right of way purposes. Offer \$4,025.

MALHEUR RIVER (ONTARIO) BRIDGE SECTION, OLDS FERRY-ONTARIO HWY., MALHEUR CO.

R-48474 - Idaho Power Co., et al. Parcel 1: 1.1 acres for right of way purposes; Parcel 2: 0.01 acre for right of way purposes; Parcel 3: 0.55 acre for permanent easement for channel change and bank protection. Offer \$6,650.

WEST PORTLAND PARK & RIDE SEC., PACIFIC HWY., MULTNOMAH COUNTY

R-48536 - Meldren W. Anderson et al. 97,780 sq. ft. for right of way purposes. Offer \$176,000.

R-48533 - F.H. Tower et al. 20,260 sq. ft. for public parking purposes. Offer \$55,350.

R-48534 - Katherine Lisac et al. 31,020 sq. ft. for public parking purposes. Offer \$62,000.

WILDWOOD-FOREST BOUNDARY SECTION, MT. HOOD HWY., CLACKAMAS COUNTY

R-33183 - Equity Land Resources, Inc. et al. Access only. Offer \$1,150.

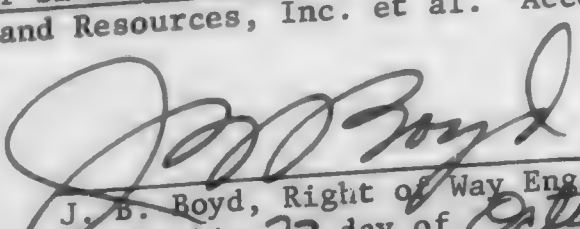

J. B. Boyd, Right of Way Engineer
Dated this 23 day of October 1975

EXHIBIT E

October 15, 1975

Oregon State Transportation Commission

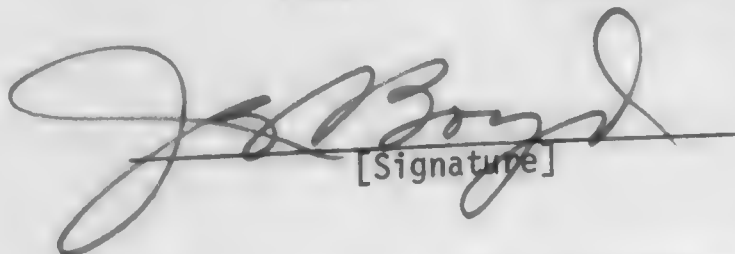
Report of Actions Taken Under Delegated Authority
Disposal of Personal Property

By your duly adopted delegation order, you authorized me in my official capacity to dispose of personal property on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I report this action for your official records.

Disposal of Personal Property:

Miscellaneous Sales	10	\$ 6,255.00
Land Sales	14	105,500.00
Timber Sales	2	1,226.36
Transfers of Property	1	25.00
Rent Revenues, September, 1975		<u>63,119.57</u>

Total \$176,125.93


[Signature]

Right of Way Engineer

EXHIBIT F

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
STATE PARKS SUPERINTENDENT

NO REPORT

G

REPORT OF CONDEMNATION CASES TRIED

Defendant	State's Highest written offer made more than 30 days prior to trial	State's Highest Testimony at trial	Defend- ants' lowest demand	Verdict
Leone B. Hill	\$232,750	\$325,000	\$700,000	\$450,000
L-7116				Attorney
R-46694				Fees
				Not yet
				known

Section: Columbia River-Pacific Highway
 Highway: East Portland Freeway
 County: Multnomah
 Approved by: Walter L. Barrie

Date: October 13, 1975

REPORT OF CONDEMNATION CASES SETTLED

Defendant	State's Offer	State's Highest Appraisal	Amount of Settlement
Gerlinger Industries Corp.	\$3,550	\$3,850	\$9,000
L-6867			
R-44943			

Section: Hubbard Interchange-Hayesville Interchange
 Highway: Pacific
 County: Marion
 Approved by: Walter L. Barrie

Date: September 30, 1975

G

INSTITUTION OF LEGAL PROCEEDINGS FILED BY AND AGAINST DEPARTMENT OF TRANSPORTATION

L-7243 Kenneth W. Rains vs. Burlington Northern Inc., et al.: This lawsuit arises out of an accident that occurred on December 27, 1974, when the vehicle driven by the plaintiff collided with a freight train operated by Burlington Northern. The plaintiff is alleging that Burlington Northern and the Department of Transportation were negligent in authorizing inadequate protection at the grade crossing. The amount of the lawsuit is \$54,296.25. (City of Beaverton, Washington County)

The matter has been referred to the State's insurance carrier for the defense of the state.

L-7244 Floyd D. Knorr vs. State: This is a suit for personal injuries in the amount of \$55,260.60. The lawsuit arises out of an accident that occurred on September 21, 1973, in which the plaintiff allegedly collided with an unmarked pile of dirt on the edge of the Mt. Hood Highway near Government Camp. (Clackamas County)

The matter has been referred to the State's insurance carrier for the defense of the state.

L-7245 Maude E. Knorr vs. State: This lawsuit arises out of the same accident as reported above under L-7244. This is a lawsuit by the wife of the driver of the vehicle and is for personal injuries in the amount of \$51,679.15. (Clackamas County)

The matter has been referred to the State's insurance carrier for the defense of the state.

L-7246 Cathleen Steinke v. State: This is a lawsuit for personal injuries allegedly resulting from the malfunction of a traffic signal at the intersection of Webster Road and State Highway 224. The amount of the lawsuit is \$38,200.00. (Multnomah County)

The matter has been referred to the State's insurance carrier for the defense of the state.

L-7247 Gerlinger Industries vs. State: This case is based on alleged damage to the plaintiff's land by reason of dirt sloughing from a fill on the freeway project immediately north of Salem. The plaintiff has named both the contractor and the state as a party defendant and is asking \$5,800 in damages.

The matter has been referred to the State's insurance carrier for the defense of the state.

G

L-7248 George Westover vs. City of Oregon City, et al.: This case arises out of an accident that occurred on November 15, 1974, when the plaintiff allegedly dropped the front wheel of his bicycle into a catch basin and was thrown from the bicycle. The lawsuit is in the amount of \$50,000.

The matter has been referred to the State's insurance carrier for the defense of the State. (City of Oregon City, Hwy. 213, Clackamas Co.)

L-7256 Marie L. Monteith, Personal representative of the estate of Raymond A. Monteith, deceased, vs. State, et al.: This is a lawsuit for wrongful death arising out of an accident that occurred on January 30, 1975, on Highway 26 approximately 4 miles west of Government Camp. The alleged negligence of the Highway Division involves plowing snow in such a manner that the shoulder of the road was dangerous because the snow was plowed over the guardrail and created a ramp. The vehicle in the accident skidded on the road, went over the alleged ramp created by the snowplowing and down a steep hillside. The plaintiff also alleges the Highway Division was negligent in not providing effective protective barriers and failing to plow the snow with a vertical wall. The lawsuit is in the amount of \$68,799.25.

The matter has been referred to the State's insurance carrier for the defense of the State.

November 13, 1975
Salem, Oregon

The Oregon Transportation Commission held a policy development meeting at 10 a.m. in Room 135 of the State Highway Building in Salem, Oregon. Notice of the meeting was made by press release to newspapers of the general and local circulation throughout the State. Present were:

Glenn L. Jackson, Chairman
Robert L. Mitchell, Secretary
Tom Walsh, Member
B. Gordon Coleman, Member
Michael P. Hollern, Member
George M. Baldwin, Director of Transportation
Robert A. Burco, Deputy Director
E. S. Hunter, Deputy State Highway Engineer
Chester Ott, Administrator of Motor Vehicles
Dennis Moore, Administrator of Mass Transit
Paul Burket, Administrator of Aeronautics
Fred Miller, Special Assistant for Policy Research and
Special Studies
Robert Royer, Assistant Director for Planning
David Talbot, State Parks Superintendent
Don Streun, Assistant Director for Administration
Mary Deits, Assistant Attorney General
Len Bergstein, Administrative Assistant, Governor's Office
John Earley, Public Information Officer
C. W. Head, Manager, Commission Services

There were others present and representatives from the news media.

Mr. Baldwin reported that he had written letters to 30 States that have Departments of Transportation asking what they are doing concerning policy development. He stated quite a few replies were received and that he had several inquiries at a recent meeting in Chicago.

Mr. Miller handed to the Commission copies of the letter, with attachments, that Mr. Baldwin sent out to the various States and brief summaries of some of their responses. (Copy of letter and attachments on file in the Commission's files, Salem.)

Mr. Burco commented on the tentative schedule of the special and regular meetings that the Commission adopted last month. He said Task Forces have been developed at the staff level to get background material to bring to the Commission. The Chairmen of the Task Forces are present at today's meeting. He then reported to the Commission on policy issues and the concerns of the Department of Transportation and pointed out a need for a policy manual regarding operations inside the Department. The manual will be built out of policy actions taken by the Commission at these workshop meetings.

Mr. Burco presented to the Commission a report entitled "Some Major Transportation Policy Areas for Discussion". He stated this report was submitted to the Commission at its regular meeting of October 28, 1975, for their review.

Mr. Miller mentioned that the staff needs Commission input in terms of priorities and direction concerning policy issues mentioned in the above report presented by Mr. Burco.

There was general discussion relative to the State's goals, objectives and policies. There were comments concerning House Bill 3166, Section 12, which states in part that the Commission shall develop and maintain a State transportation policy and a comprehensive long-range plan for a multi-modal transportation system.

There was discussion regarding the Land Conservation and Development Commission's program and the coordination of planning with other State agencies.

The Chairman commented on the validity of the Transportation Department attempting to set goals and guidelines without regard to the overall goal which has to be set sooner or later under those programs that are initiated by the Legislature and similar goals that have to be set by the Federal Government. It was the Chairman's feelings to use the most practical steps to insure that people and goods could be moved over the existing facilities of the State, but be ready in case of an emergency.

There was discussion concerning the Willamette Valley Experimental Transportation Project. The Chairman said the Department should reestablish its emphasis on the creation of a Willamette Valley Transportation System based on tires. He felt the needs of the valley and a planning program are highly valid, but it was important that this planning be on a practical concept that the public will use. Commissioner Coleman recommended working with the bus companies.

Mr. Burco brought up the issue of funding. There was discussion on a pay-as-you-go plan and the feasibility of State and/or Federal programs.

Chairman Jackson said that since there are funds still available which had originally been earmarked for the Amtrak program, these could be used to work up a program on the Willamette Valley Transportation System.

Mr. Talbot referred to the material which was mailed to the Commission on November 7, 1975, concerning the Willamette Greenway. He handed to the Commission material entitled "Drafts for LCDC Consideration for Approval of a Preliminary Willamette Greenway Plan and Approval of a Draft Greenway Goal." He also presented to the Commission a copy of LCDC's Statewide Planning Goals and Guidelines. (Copies on file in the Commission's files, Salem.)

He reported briefly on the status of the Greenway Plan and that his staff is working with LCDC to allow changes in the draft materials. He said LCDC plans to formally adopt their version of the plan on November 21, 1975. It was his feeling LCDC will not adopt either of the two plans that DOT submitted, but will adopt a boundary with a directive to DOT what to include in the new plan, as well as setting deadlines.

Chairman Jackson asked Mr. Talbot to get a ruling from the Attorney General setting the authority and responsibility for the Greenway. There was discussion regarding the challenge between the State's authority and that of local governments.

Mr. Burco led the discussion on future internal directions for the Department. He said the chairmen of the Task Forces are as follows in the six areas:

Regulation.....	Paul Burket
Intergovernmental	
Relations.....	F. B. Klaboe
Public Transportation..	Dennis Moore
Financing.....	Don Streun
Land Use.....	Robert Burco
Decentralization	
Issues.....	Robert Burco

There was discussion about the responsibility of the Task Force activities. Mr. Burco explained that the mission of the task forces have not been structured. The Chairman said the Department should take a look to see if the Department is overstaffed in relation to what their legal responsibilities are to carry out the directives of the legislature in connection with the planning process. There was discussion on intergovernmental relations on whether the Department should be doing less and the local governments more. There was also discussion about the kind of help given to local governments and the extent of help.

The meeting recessed at 12:15 p.m. and reconvened at 1:50 p.m. (Commissioner Walsh was not present for the afternoon session.)


Mr. Burco opened the afternoon meeting by referring to agenda item No. 4, Oregon State Transportation Plan Citizen Involvement. (Material entitled "Issues Discussed at Public Meetings for the Oregon Transportation Plan", with attachments, was presented to the Commission and is on file in General Files, Salem.) Mr. Royer explained the workings of the Planning Section and set forth its goals and objectives. He talked about the second group of meetings which had been held around the State concerning the Oregon Transportation Plan and the relative low attendance. There was discussion about various ways of conveying information to the public and getting the public involved. Chairman Jackson suggested the town hall type meetings as an effective way and Commissioner Coleman mentioned that he would like to see some method of citizen input through the newspapers.

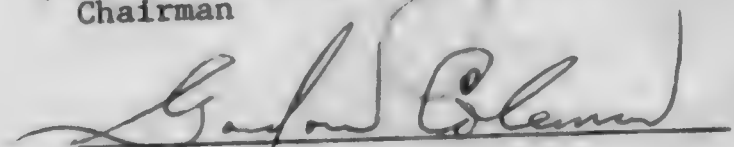
Mr. Mark Bovee in the Planning Section said it was important to get public input all along rather than wait until a plan is formulated and then have a plan that is unacceptable to the public. Mr. Royer said that the input received at these meetings was used as issues for the transportation plan.

Commissioner Hollern said he felt it is desirable that the Commission be involved in the third round of meetings.

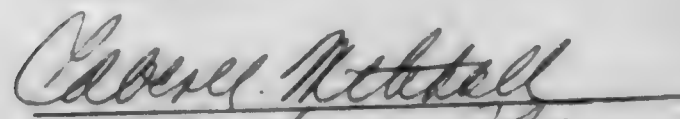
Commissioner Hollern said the format of these policy development meetings is excellent.

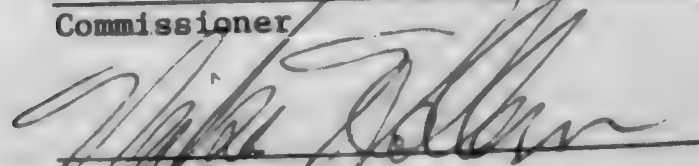
The Chairman adjourned the meeting at 2:55 p.m.


Chairman


Commissioner


Commissioner


Commissioner


Commissioner


Commission Services

November 25, 1975
Salem, Oregon

The Oregon Transportation Commission held their regular meeting at 10 a.m. in Room 122 of the State Highway Building in Salem, Oregon. Notice of the meeting was made by press release to newspapers of general and local circulation throughout the State. Present were:

Glenn L. Jackson, Chairman
Robert L. Mitchell, Secretary
Tom Walsh, Member
Michael P. Hollern, Member
B. Gordon Coleman, Member
George M. Baldwin, Director of Transportation
Robert A. Burco, Deputy Director
Walt Barrie, Chief Counsel
F. B. Klaboe, Administrator and State Highway Engineer
E. S. Hunter, Deputy State Highway Engineer
J. B. Boyd, Right of Way Engineer
David Talbot, State Parks Superintendent
Paul Burket, Administrator of Aeronautics
Dennis Moore, Administrator of Mass Transit
Chester Ott, Administrator of Motor Vehicles
Fred Miller, Special Assistant for Policy Research and
Special Studies
C. W. Head, Manager, Commission Services

There were others present from the Department of Transportation and representatives from the news media.

The Commission approved the minutes of the special meeting on October 21, 1975, and the regular meeting on October 28, 1975.

HIGHWAY DIVISION

A list of properties needed for highways and other uses was presented by Mr. Boyd. He requested the Commission to declare by resolution the necessity of said properties for the public use to which they are to be put and to authorize him to attempt to agree with the owners of said properties as to price. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful and thereupon adopted "Condemnation Resolution No. 2640," which resolution by this reference is made a part hereof and filed in the Commission's files.

Attention was given to approve the Auto Wreckers Fencing Criteria as required by ORS 481.370. Mr. Boyd reported the Right of Way Section took over the inspection of the auto wrecking yards approximately two years ago. It was found that the Department was required to advise the Motor Vehicles Division whether to license the auto wreckers or not. There was lack of specification and ability to determine what was meant in the original law. The law stated that each auto wrecker should be surrounded by a "solid

November 25, 1975

enclosure." Mr. Boyd stated that a cyclone fence with redwood slats did not meet this "solid enclosure" criteria.

The 1975 Legislature changed the law to allow the Department to promulgate rules, regulations and standards as the old law was not enforceable. The Department has tried to prepare a standard which would have been acceptable to the auto wreckers in all areas through contacts with the Federal Highway Administration.

He pointed out the FHA in its Public Law 89-285, Title II, Sec. 201, (referred to in Item 2a in the rules) indicates that "facilities within 1,100 feet of interstate and primary highways except in conforming zones which will accept auto wrecking yards shall be screened by natural objects, plantings, fences or other appropriate means so as not to be visible from the main traveled way of the system, or shall be removed from sight."

This should have given the Department some latitude to allow the glimpse views that are available through the cyclone fence and also through a planting system that would have taken approximately five years to accomplish. The FHA did not agree and refused to accept this standard. The Department didn't want to get into a conflict because there is a 10 percent penalty to the Highway Program if the State doesn't comply with their rules and regulations and have accepted those facilities within 1,100 feet of the interstate and primary highways. The Department has accepted a rational standard outside of that area because it is obligated to inspect all auto wreckers and junkyards that are more than 1,100 feet along secondary highways, city streets, etc., in order that they might get their license properly. A compromise has been reached more or less in working with industry.

He said the State has approximately 19,000 lineal feet of fences on auto wreckers that are within the rules as being established before 1967 which the State is obligated to participate in removing them from visibility. The alternatives are very expensive and the Department will continue working with the problem with the FHA and hopefully come up with an economical solution. The Department doesn't believe that their solutions are within range of the Department's financial condition.

A hearing was held on these rules on September 8, 1975. Mr. Boyd recommended the adoption of these rules. He then introduced Mr. Tom Fender, Attorney in Salem, representing the Northwest Auto and Truck Dismantlers and the Willamette Valley Auto Recyclers Association.

Mr. Fender referred to Item 2 in the rules, Section A, "shall be screened by natural objects, plantings, fences or other appropriate means so as not to be visible from the main traveled way of the system or shall be removed from sight." He felt there is a distinction between the words "not to be visible" and the word "invisible." The auto wrecking industry has supported a fencing known as woven mesh with cedar or redwood slats which is very expensive. This is not acceptable to the Federal Highway Administration at this time.

He again referred to Item 2, Section B, "fencing of man-made materials can have no 'see through' tolerance." The industry has experienced serious problems in making fences stand up that have no "see through" due to the winter wind storms.

The industry felt that Item 2, Section C, "natural plantings must give immediate screening with no 'see through' tolerance" is totally unreasonable.

He stated that the industry is seeking the support of the Commission to assist them in convincing the Federal Highway Administration that changes need to be made in the regulations so that there will be a workable fencing criteria.

Commissioner Mitchell moved that the rules be adopted. It was seconded by Commissioner Coleman. The Commission unanimously adopted the regulations as permanent administrative rules. (Copy of rules and regulations on file under "Miscellaneous Resolution No. 257", in Commission's files, Salem. Permanent rules will be published in the Secretary of State's Administrative Rule Bulletin on December 15, 1975, to become effective December 25, 1975.)

Mr. Barrie asked if there were any questions in connection with the informational reports previously submitted to the Commission on cases tried, cases settled, and institution of legal proceedings filed against the Department of Transportation since the last Commission meeting. There were no questions. (See Exhibit G on file in the Commission's files, Salem.)

Mr. Talbot stated that at the October 28, 1975, meeting the Commission had instructed the Parks Branch to try and work out a compromise with George Echols for a permit to construct his home along the Rogue River Scenic Waterway in Josephine County. He mentioned that they had been working with Mr. Echols and offered a property trade in the immediate vicinity and an alternative building site on his property. These were unacceptable to Mr. Echols and he is still requesting a variance to the rules. Mr. Talbot recommended denial. The Commission denied Mr. Echols' request.

The Commission congratulated Mr. Talbot on being elected President of the National Association of State Park Directors and for receiving a meritorious service award presented by the National Society for Park Resources for the development of camp site reservation and information systems and for the nature guide program.

Mr. Klaboe reported on actions taken under delegated authority received for filing with the Commission records. These reports show the actions taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders: (Exhibits on file in the Commission's files, Salem.)

(continued on page 1304)

November 25, 1975

Chairman of Oregon Transportation Commission
 Vice Chairman of Oregon Transportation Commission
 Administrator and Highway Engineer
 Director of Permits
 Right of Way Engineer
 State Parks Superintendent
 Chief Counsel

Exhibit A
 Exhibit B
 Exhibit C
 Exhibit D
 Exhibit E
 Exhibit F
 Exhibit G

Mr. Klaboe mentioned that a survey had been completed for the improvement of the exit ramps on the Garden Valley Boulevard Interchange of the Pacific Highway in Douglas County to eliminate a traffic backup problem. He recommended that the Commission approve the widening of the exit ramps to two lanes, installing signs, illumination and landscaping at an estimated cost of \$300,000 using Federal Aid Interstate Funds. The Commission approved the project.

A request from the Columbia Region Association of Governments (CRAG) was approved by the Commission as presented by Mr. Klaboe for the following Federal Aid Urban System Project:

<u>Jurisdiction</u>	<u>Section</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State's Share</u>
CRAG	Downtown Portland Transit Corridor Study	\$100,000	\$78,000	\$11,000

(The Commission also gave authority for the Administrator to sign the agreement for this project when prepared.)

The Commission approved the following Federal Aid Secondary Projects and authorized the Administrator to sign the agreements when prepared:

<u>County & FAS No.</u>	<u>Section and Description</u>	<u>Programmed Amount</u>	<u>State's Share (rounded)</u>
Douglas 253	Rock Creek-Steamboat Bridge Sec., N. Umpqua Hwy. Co. Rd., Paving	\$1,347,000	\$148,000
Washington 632	Croeni Rd.-County Line Sec., Cornelius Pass Rd., Grade and Pave	560,000	62,000
Washington 632	Burlington Northern Railway (West Union) Crossing Sec., Cornelius Pass Rd., Automatic Railroad Signals	40,000	---
Gilliam 958	John Day Hwy.-PGE Power Plant Sec., Rhea Rd. BPA Substation-Airport Sec., Airport Rd., (to be supplemented with future funds when available)	407,000	45,000
TOTAL		\$2,354,000	\$255,000

Upon Mr. Klaboe's recommendation, the Commission approved requests for increases in project authorizations on the following contracts:

- (1) Waybo, Inc., Contract No. 8072, Memaloose Safety Rest Area, Columbia River Highway, Wasco County, for \$105,904.01 (9.15%). The major reasons are increased power supply, soil-type borrow material over the existing natural rock, reconstructing screen walls of existing buildings, and temporary sewer line and sewage system until the seepage beds are constructed.
- (2) Salem Road and Driveway Co., Contract No. 8176, Salem-Dayton Highway, Polk County, for \$20,050.07 (13.6%). The reasons for the increase were soft foundation, stage construction, paving problems and engineering overruns.
- (3) Roy L. Houck Construction Co., Contract No. 8183, Columbia River Highway, Clatsop County, for \$164,637.01 (19.7%). The increase is due to an alignment change, equipment additions and substitutions and additional flagging.
- (4) Shur-Way Contractors, Inc., Contract No. 8244, Springfield-Creswell Highway, Lane County, for \$11,256.63 (11.46%). An early change from the contract plan was made requiring a revision in the drainage plan, general and trench excavation, sewer pipe and engineering costs.
- (5) Wildish Construction Company, Contract No. 8194, Willamette Highway, Lane County, for \$14,518.77 (8.12%). Engineering costs are the main reason for the overrun.

Mr. Klaboe reported that under ORS 366.525 the counties are entitled to receive 20 percent of all funds received from motor vehicle taxes and fees. For the month of October 1975 the amount credited to the counties totals \$2,095,362.11 which amount was released on November 21, 1975, as apportioned by law. (List of apportionment to counties on file in the Commission's files, Salem.)

Mr. Klaboe stated that an allocation of 12 percent of the Highway Fund to the cities for the month of October 1975 in the amount of \$1,257,217.26 was released on November 28, 1975. (A list of apportionment to the cities on file in the Commission's files, Salem.)

Mr. Klaboe stated that a public hearing was held under the Administrative Procedures Act on November 18, 1975, concerning the adoption of a rule establishing exclusive bus and high-occupancy passenger vehicle lanes on the Banfield Freeway in Portland. The

proposed rule was submitted to the Legislative Counsel Committee on October 20, 1975. He recommended that the Commission adopt the bus and high-occupancy vehicle lanes as a permanent administrative rule. He stated that Steve McCarthy of Tri-Met was present to answer any questions. The Commission accepted his recommendation and thereupon adopted "Miscellaneous Resolution No. 256," which resolution is on file in the Commission's files, Salem. (Permanent rule will be published in the Secretary of State's Administrative Rule Bulletin on December 15, 1975, and will become effective on December 25, 1975.)

Mr. Klaboe recommended that parking be prohibited on the north side of the Willamette Highway from M.P. 69.35 to M.P. 69.47 just west of the Crescent Lake Junction in Klamath County. A problem exists with trucks parking partially in the westbound lanes on the north side of the highway and vehicles exiting the service station and cafe do not have adequate sight distance. The Commission accepted his recommendation.

Consideration was given to transferring to the City of Springfield a small segment (0.13 mile) of old right of way of the Daisy Street-SPRR Section of the Springfield-Creswell Highway in Lane County. Mr. Klaboe mentioned that this transfer will conform with an agreement dated July 22, 1975, where the City is to accept this right of way upon realignment, which has now been completed. The Commission adopted "Abandonment Resolution No. 553," which resolution by this reference is made a part hereof and filed in the Commission's files, Salem.

An agreement with the City of Salem was presented by Mr. Klaboe for approval for installation of a traffic signal on Lancaster Drive at the eastbound offramp of the North Santiam Highway in Marion County. The State is to prepare all plans, let the contract and supervise the work of the project at an estimated cost of \$30,400 to be funded under the contract. The City and State will annually negotiate the costs for power and maintenance. The Commission approved the agreement.

Mr. Klaboe mentioned that by an agreement dated April 4, 1972, Crook County transferred to the State \$368,000 of its County Federal-aid Secondary Funds to be used by the State for the reconstruction of the Crooked River Highway south of Prineville. It has since been determined that because of Federal constraints this improvement could not be accomplished as a Federal-aid Highway Project. The County has requested that any unused FAS-C funds be returned to the County for use on the local road portion of the Federal-aid Secondary System. He recommended that the Commission approve an agreement transferring the remaining \$270,900 from the State's FAS account to Crook County's FAS-C account. The Commission accepted his recommendation.

Mr. Klaboe stated that Oregon will receive a \$4,964,438 grant of Title X Funds from the Federal Highway Administration for the purpose of advancing needed highway improvements to stimulate

the economy and reduce unemployment. The funds must be obligated by December 31, 1975, and can only be used on the following projects:

<u>Highway</u>	<u>Section</u>	<u>Title X Funds</u>	<u>State Match</u>	<u>Estimated Total Cost</u>
Powers	Broadbent	\$1,707,825	\$ 292,175	\$2,000,000
Oregon Coast	Elk River-Port Orford	1,927,383	597,617	2,525,000
Redwood	Hayes Hill-California State Line	1,016,470	283,530	1,300,000
Crooked River	Rocky Canyon-Prineville Reservoir	312,760	211,440	524,200
	TOTAL	\$4,964,438	\$1,384,762	\$6,349,200

He stated that the Powers and Oregon Coast Highway Projects were on the Six-Year Program but the other two were not. He recommended the Commission's approval of the funding change for the Powers and Oregon Coast Highway Projects and the addition of the Redwood and Crooked River Highway Projects to the Six-Year Program for contracting in January 1976. The Commission accepted his recommendation.

Mr. Klaboe requested verification as to the responsibility for signing city streets in connection with the establishment of the truck route from Swan Island to Interstate 5 in Portland. He mentioned that the Commission had established on October 28, 1975, this truck route. The Commission verified that signing on city streets would be paid for by the City and signing of the State Highways involved in the route would be the responsibility of the Department of Transportation.

AERONAUTICS DIVISION

Mr. Burket presented a request from the City of Roseburg for financial aid to municipalities program funds to assist in the funding of an extension of City water lines to the Roseburg Municipal Airport for fire protection purposes. He stated this will not require allocation of new funds but will utilize the residual of a \$17,720 grant approved by the Commission at the May 30, 1975, meeting. The amount of funds not utilized in the previous project is \$2,022.41. The Commission approved the request.

MASS TRANSIT DIVISION

No report.

MOTOR VEHICLES DIVISION

Mr. Ott presented to the Commission for their information graphs entitled "Vehicle Fuels Tax Cumulative Net Revenue" and "Motor Vehicle Registration Fee Revenue".

DEPARTMENT OF TRANSPORTATION
Director's Report

The Commission confirmed Tuesday, December 9, 1975, as their policy development meeting date and set Thursday, December 18, 1975, as the date for the next regular meeting.


Mr. Baldwin requested authority to present to the Emergency Board approval of a plan to fund reclassifications of several positions in the Office of the Director. The reclassifications were requested in the 1975-77 budget but were not funded. This financing plan is to cover the cost of \$23,252 by eliminating the following positions:


Clerk 2 - Highway Division
Clerical Assistant - TPR and SS (Fred Miller's office)
Engineering Aide (Seasonal) - Planning

He stated in order to apply the savings in the areas where the reclassifications will take place, it is necessary to transfer funds between expenditure limitations. (Copy of financing plan and reclassifications on file in Commission's files, Salem.) The Commission granted authority to present this request to the Emergency Board.


Mr. Burco asked Mr. Miller to present to the Commission some material concerning policy development. Mr. Miller presented an outline representing general categories for a Department of Transportation Policy Framework. He also handed to the Commission recommendations of the Governor's Energy Task Force Relating to Transportation. This material was presented for their information and review for possible discussion at the next meeting on Tuesday, December 9, 1975.

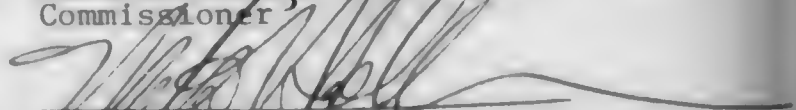
The Chairman stated that under ORS 192.660 the Commission may hold an executive session with the public excluded. He said the Commission had personnel matters to discuss and they would adjourn and hold an executive session at 11:15 a.m. in the small conference room. The Chairman adjourned the meeting at 11 a.m.



Chairman


Commissioner


Commissioner Commission Services


Commissioner


Commissioner


Commission Services
Commissioner

November 25, 1975

- 1308 -

A

REPORT OF CONFIRMATION OF TELEPHONE ACTION UNDER DELEGATED AUTHORITY

No. 1 Project Broadbent Section
(Contract No. 8308)
Type of Work Grading and Paving F.A. Proj. No. RS-206(9)
County Coos Highway Powers
No. of Bidders 10 Low Bidder Kimball Const. Inc. & Alvin L. Lindley
Medford
Low Bid \$ 1,678,263.00
Engineer's Recommendation: Award to low bidder.

No. 2 Project BNRR O'xing (Camp Abbot) Bridge Section
(Contract No. 8309)
Type of Work Grading and Structure F.A. Proj. No. RS-464(2)
County Deschutes Highway FAS 900
No. of Bidders 7 Low Bidder Douglas S. Coats Constr. &
Hap Taylor, Inc., Bend
Low Bid \$ 223,882.50

Engineer's Recommendations: Award to low bidder as soon as approval of
Deschutes County is received and the sum of \$29,900.00 is deposited
by the County.

No. 3 Project Slater Creek-Mystic Creek Section
(Contract No. 8310)
Type of Work Grading, Paving and Structures F.A. Proj. No. RF-DP-29(26)
County Douglas Highway Coos Bay-Roseburg
No. of Bidders 5 Low Bidder Roy E. Ladd, Inc.
Redding, California
Low Bid \$ 6,500,021.00

Engineer's Recommendations: Award to low bidder as soon as approval of the
Federal Highway Administration is received.

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 10-28-75

MEET A

No. 4 Project Cabin Creek Safety Rest Area
(Contract No. 8311)
Type of Work Sanitary Sewer Outfall F.A. Proj. No. I-5-3(105)145
County Douglas Highway Pacific
No. of Bidders 14 Low Bidder Kelly F. White Company, Bend
Low Bid \$ 141,867.00

Engineer's Recommendation: Award to low bidder as soon as approval of the Federal Highway Administration is received.

No. 5 Project Fern Valley Rd. and Valley View Rd. Section
(Contract No. 8312)
Type of Work Traffic Signal Installation F.A. Proj. No. ---
County Jackson Highway Rogue Valley
No. of Bidders 4 Low Bidder Hamilton Electric, Inc., Eugene
Low Bid \$ 49,378.80

Engineer's Recommendations: Award to low bidder.

No. 6 Project Champoeg State Park
Type of Work Type 8 Toilet Building F.A. Proj. No. BUR-41-00726
County Marion Highway ---
No. of Bidders --- Low Bidder ---
Low Bid \$ ---

Engineer's Recommendations: PROJECT POSTPONED UNTIL NOVEMBER 20, 1975.

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 10-28-75

Sheet A

No. 7 Project Powell Blvd. at S.E. 47th and 69th Avenues
(Contract No. 8313)
Type of Work Pedestrian Signal Revision F.A. Proj. No. M-0640(1)
County Multnomah Highway Mt. Hood (FAUS 0640)
No. of Bidders 7 Low Bidder Hansen Electric Co., Inc.
Coos Bay
Low Bid \$ 20,651.00

Engineer's Recommendation: Award to low bidder as soon as approval of the Federal Highway Administration is received.

No. 8 Project Memaloose Safety Rest Area-Idaho State Line Section
(Contract No. 8314) I-80N-0(4)70 &
Type of Work Interpretive Shelter Construction F.A. Proj. No. I-80N-7(48)295
Wasco, Umatilla, Union, Columbia River and
County Baker and Malheur Highway Old Oregon Trail
No. of Bidders 6 Low Bidder Waybo, Inc., Portland
Low Bid \$ 132,630.00

Engineer's Recommendations: Award to low bidder as soon as approval of the Federal Highway Administration is received.

On October 28, 1975, I accepted the Administrator and State Highway Engineer's recommendations for award of projects on which bids were received October 23, 1975, and authorized him to sign the contracts when conditions for the awards have been met.

Dated this 11 day of Nov, 1975

Glenn L. Jackson
Glenn L. Jackson, Chairman
Oregon Transportation Commission

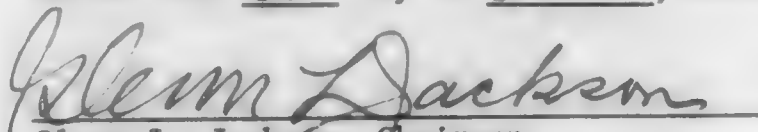
A

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed on the attachment hereto and report this action for your official records.

Dated this 30 day of Oct., 1975


Glenn L. Jackson, Chairman
Oregon Transportation Commission

Attachment List:

- 1) Options accepted (8) totaling \$25,528
- 2) Sale of 425 sq. ft. of property authorized (File 39140)
- 3) Sale of 0.55 acre property authorized (File 25671)
- 4) Sale of 1.88 acres property authorized
- 5) Sale of 0.18 acre property authorized (File 48134)
- 6) Sale of 11,400 sq. ft. of property (Files 43184 & 43185) authorized
- 7) Agreement with City of Grants Pass approved
- 8) Grant of Access to Ronald C. Davison et al (File 37805) approved
- 9) Agreement with Gleneden Sanitary District approved
- 10) Agreement with Fish and Wildlife Commission approved
- 11) Agreement with Tri-Met approved
- 12) Service agreement with Digital Equipment Corporation approved

EXHIBIT A

(1) OPTIONS TO PURCHASE REAL PROPERTY

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
47983	Ginter, L. M. & Elna M.	\$ 930.00
48050	Portland General Electric Co.	10,750.00
48529	Hendrickson, Everett R. & Eveline	400.00
48549	Bergren, Millard E. & Josephine L.	1,850.00
48638	Standley, Oran C.	550.00
1-78.30	Vannice, Robert M. & Hellen J.	300.00
41-11.88	McDonald, John & Malcolm	48.00
5 SR's	Obie Outdoor Advertising	10,700.00
	8 Transactions	\$ 25,528.00

- (2) Sale of 425 sq. ft. excess property on the Pendleton Section of the Old Oregon Trail Highway in Umatilla County for a minimum consideration of \$1,000.00. File 39140.
- (3) Sale of 0.55 acre excess property on the Albany-Judkins Point Section of the Pacific Highway in Linn County for a minimum consideration of \$130.00. File 25671.
- (4) Sale of 1.88 acres excess property on the Redmond Section of The Dalles-California Highway in Deschutes County for a minimum consideration of \$7,400, reserving mineral & geothermal rights. File 13072. (Real Property Resolution No. 713)
- (5) Sale of 0.18 acre excess property on the Vail Creek-Sweet Home Section of the Santiam Highway in Linn County for a minimum consideration of \$18,275.00. One point of access & sign junkyard restriction. File 48134. (Real Property Resolution No. 711)
- (6) Sale of 11,400 sq. ft. excess property on the Ross Island Bridge-S. E. Reedway Section of the Pacific Highway East in Multnomah County for a minimum consideration of \$21,750.00. No access to the highway, sign & junkyard restrictions and noise & air pollution clause. Files 43184 & 43185. (Real Property Resolution No. 712)
- (7) Agreement with the City of Grants Pass for Sanitary Sewer Services for the Grants Pass Maintenance Building site, Josephine Co.
- (8) Grant of Access:
Unrestricted as to use at Station 417+52, on the Mill Creek-Belnap Springs Section of the McKenzie Highway, Lane County to Ronald C. Davison et al, no consideration. File 37805.

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 10-30-75

EXHIBIT A

- (9) Agreement with the Gleneden Sanitary District to construct a sewer line through Lincoln Beach and Fogarty Creek State Parks and to Lincoln Beach State Park and to provide a connection for sewage facilities at each of the parks for a cost to the State of \$12,525, based upon the estimated sewage flows from the two developed and one undeveloped State parks in the district. (Parks Branch) (Lincoln County)
- (10) Agreement with Fish and Wildlife Commission to mutually select State-owned Willamette Greenway lands on which regulated hunting and trapping would be permitted. These activities have generally been permitted in the past and it has come to the Park's Branch attention that an inconsistency between existing management policy and State park rules and regulations requires this action if these activities are to continue. (Parks Branch)
- (11) Agreement with Tri-Met covering the design, construction, operation and maintenance of the West Portland Park and Ride Station to be located at the junction of the Baldock Freeway (I-5), Southwest Barbur Boulevard (99W), and Southwest Capitol Highway. Cost will be approximately \$4.5 million which will come from Federal-aid Interstate funds.
- (12) Service agreement with Digital Equipment Corporation for the maintenance of a PDP8/L computer for a fog hazard study in Albany, Linn County, for an indefinite period of time commencing November 1, 1975. Present agreement expires October 31, 1975. (Traffic Section)

10/24/75
[Signature]
State Hwy. Engr

APPROVED

[Signature]
STATE HIGHWAY ENGINEER
DATE: 10-24-75

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 10-30-75


INVT A

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed on the attachment hereto and report this action for your official records.

Dated this 5 day of Nov, 1975


Glenn L. Jackson, Chairman
Oregon Transportation Commission

Attachment List:

- 1) Options accepted (18) totaling \$171,661
- 2) Sale of 13.4 acres property authorized (File 24502)
- 3) Sale of 0.14 acre property authorized (Files 14291 & 36995)
- 4) Agreement with Oregon Trunk Railway approved (File 48588)
- 5) Agreement with Winston-Dillard Water District approved
- 6) Agreement with West Extension Irrigation District approved (Suppl.)
- 7) Agreement with Jackson County approved (Supplemental)
- 8) Agreement with Wallowa County approved

(1) OPTIONS TO PURCHASE REAL PROPERTY

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
48474	Idaho Power Company	\$ 6,650.00
48537	Vidan, Nick, Eula	152,000.00
1-38.72	National Advertising Company	300.00
1-78.40	Linn County Commissioners	50.00
1-85.85	Linn County Commissioners	50.00
1-277.94	Ramsey, Albert N.	100.00
1-282.96	Hedrick, Guy B. & Florence L.	750.00
2-159.34	National Advertising Company	300.00
6-200.66	Temple, Morris S.	3,240.00
6-200.66	Temple, Morris S.	300.00
15-7.70	Foster, J. J. & Kathleen T.	150.00
25-13.71	Varga, Anna	100.00
25-18.12	Benjamin, Benson J.	50.00
10 SR's	National Advertising Company	1,123.00
15 SR's	National Advertising Company	801.00
16 SR's	National Advertising Company	1,107.00
20 SR's	National Advertising Company	3,008.00
25 SR's	National Advertising Company	1,582.00
18 Transactions		\$ 171,661.00

- (2) Sale of 13.4 acres excess property on the Jump Off Joe-Grants Pass Section of the Pacific Highway in Josephine County for a minimum consideration of \$5,360, State retaining the mineral and geothermal rights. File 24502. (Real Property Resolution No. 714)
- (3) Sale of 0.14 acre excess property on the Azalea-Josephine County Line Section (Barton Rd. Overcrossing Section) of the Pacific Highway in Douglas County, to Douglas County as part of the sale approved October 2, 1975, on File 14291. File 36995. (Real Property Resolution No. 715)
- (4) Easement Agreement with Oregon Trunk Railway for right of way and slopes on the Bear Drive-Ford Lane Section of the Culver Highway in Jefferson County for a consideration of \$300. File 48588.
- (5) Construction-Finance Agreement with the Winston-Dillard Water District for relocation and financing of an 8-inch water line on the Winston-Shady Interchange Section of the Dillard Highway in Douglas County.
- (6) Supplemental Agreement with West Extension Irrigation District covering the closure of two accesses and replacement of one on the Irrigon Jct.-Washington State Line Section of the Columbia River Highway in Morrow and Umatilla Counties.
- (7) Supplemental agreement with Jackson County for a time extension of an agreement dated July 23, 1974, for the Bear Creek Greenway Project, Phase 1. Original agreement ends December 31, 1975, and supplemental extends that to December 31, 1976. (Parks Branch)
- (8) A letter-form agreement with Wallowa County for construction of a reinforced concrete bridge approximately 62 feet long with a 32-foot roadway at the Imnaha River Bridge No. 32C135 on a county road 23½ miles south of the Community of Imnaha. Project is eligible for 90 percent federal aid funding under Section 230 of Title II, Highway Safety Act of 1973. Total estimated cost \$90,000. City will provide 10 percent (\$9,000) matching funds with no expense to State. (County-City Unit)

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 11-5-75

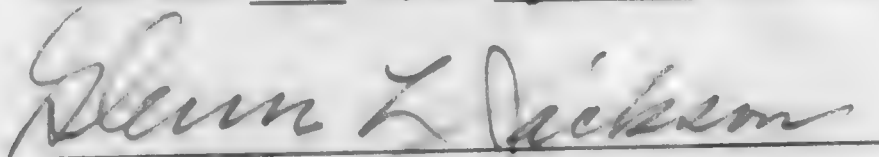
EXHIBIT A

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed on the attachment hereto and report this action for your official records.

Dated this 11 day of Nov, 1975



Glenn L. Jackson, Chairman
Oregon Transportation Commission

Attachment List:

- 1) Options accepted (10) totaling \$33,075
- 2) Supplemental agreement with Travel Information Council and Travel InfoCentres, Inc., approved
- 3) Supplemental agreement with Lane County approved
- 4) Agreement with Douglas County approved
- 5) Letter-form agreement with Wallowa County Court approved

ITEM A

(1) OPTIONS TO PURCHASE REAL PROPERTY

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
36165	Smith, Raymond	\$ 13,000.00
48301	Willamette Industries, Inc.	575.00
48449	Davidson, Laura Ruth Sims	250.00
49538	Steele, James A. & Kate M.	3,000.00
48546	Cancio, Rafael L. & Esther C.	450.00
48550	Cook, Ward V. & Lois A.	6,650.00
48640	C & D Lumber Company	2,000.00
48652	Boise-Cascade Corporation	800.00
48936	General Services Administration	6,250.00
1-78.76	Schmucker, Ezra & Martha	100.00
	10 Transactions	\$ 33,075.00

- (2) Supplemental agreement with Travel Information Council and Travel InfoCentres, Inc., concerning construction and operation of sign plazas on the interstate and other highways changing the date of payment from InfoCentres from the date of June 26 of each year to December 31 of each year so that it will coincide with the regular audit period of InfoCentres. (Legal Branch)
- (3) Supplemental agreement with Lane County for a time extension of an original agreement dated March 24, 1974, for the Alton Baker East Corridor park project. The Original agreement ended December 31, 1974; an extension was granted in August, 1975, to December 31, 1975, and we are now requesting another extension to December 31, 1976. (Parks)
- (4) Agreement with Douglas County concerning widening and channelization of the Oakland-Shady Highway at its intersection with a new belt line route, known as Stewart Parkway, just south of the Roseburg airport. The County is to prepare the plans and construct the project at no expense to State, and hold the State harmless during construction. (County-City Unit)
- (5) Letter-form agreement with the Wallowa County Court for installation of railroad crossing protection at the Hurricane Creek Bridge No. 32C42 on County Road No. 590 south of Enterprise. This project is eligible for 90 percent federal aid funding under Section 230, Title II, Highway Safety Act of 1973. Total estimated cost of the work is \$58,000. County will provide the 10 percent (\$5,800) matching funds with no expense to State. (County-City Unit)

11/7/75
[Signature]
11-7-75
APPROVED

STATE HIGHWAY ENGINEER

DATE: 11-7-75

- 1318 -

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 11-11-75

LET A

REPORT OF CONFIRMATION OF TELEPHONE ACTION UNDER DELEGATED AUTHORITY

No. _____ Project Gettings Creek Safety Rest Area
Type of Work Well Drilling (Negotiated Contract No. 8315)
County Lane Highway Pacific F.A. Proj. No. I-5-3(104)178
No. of Bidders 2 Low Bidder Casey Jones Well Drilling Co., Inc.
Pleasant Hill, Oregon
Low Bid \$ 12,756.00

Engineer's Recommendation: Award to low bidder.

On November 3, 1975, I accepted the Administrator and State Highway Engineer's recommendation for award of the above project as a negotiated contract and authorized him to sign the contract. Bids were solicited by the Department of General Services at the Highway Division's request due to the specialized nature of the work involved.

Dated this 1st day of Nov, 1975

Glenn L. Jackson
Glenn L. Jackson, Chairman
Oregon Transportation Commission

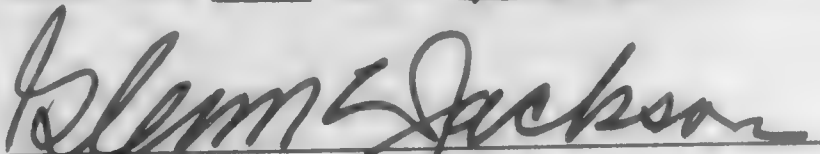
A

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed on the attachment hereto and report this action for your official records.

Dated this 15 day of Nov, 1975



Glenn L. Jackson, Chairman
Oregon Transportation Commission

Attachment List:

- 1) Options accepted (8) totaling \$27,958
- 2) Agreement with O. W. R. & N. and Union Pacific Railroad Company approved
- 3) Agreement with the Depoe Bay Sanitary District approved

EXHIBIT A

(1) OPTIONS TO PURCHASE REAL PROPERTY

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
47864	Glasser, Leslie J. & Janet	\$ 150.00
48318	Parr, Arthur	465.00
48498	Mobile Townes of America	620.00
48551	Wstn. OR Assn. of 7th day Adventists	3,100.00
48625	Weakly, Esther E.	21,000.00
1-192.66	Lewis, Benjamin E.	720.00
7 SR's	National Advertising Company	833.00
21 SR's	National Advertising Company	1,070.00
	8 Transactions	\$ 27,958.00

(2) Haul Road Agreement with O. W. R. & N., and Union Pacific Railroad Company for using the haul road across railroad right of way on the Hilgard-LaGrande Section of the Old Oregon Trail Highway in Union County.

(3) Agreement with the Depoe Bay Sanitary District to connect the sewage facilities at Depoe Bay and Boiler Bay State Parks in Lincoln County into the district at a cost of \$9,000. (Parks)

11/14/75
[Signature]
 State Hwy. Engr

APPROVED
E. S. Hunter
 E. S. Hunter
 Date 11-14-75

APPROVED BY CHAIRMAN
 GLENN L. JACKSON
 DATE 11-18-75

10-11-37 B

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
VICE CHAIRMAN OF OREGON TRANSPORTATION COMMISSION

NO REPORT

NOT APPLICABLE NO VICE CHAIRMAN AT THIS TIME

C

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ADMINISTRATOR AND STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

<u>Contractor and Contract No.</u>	<u>Section and Highway</u>	<u>Acceptance Date</u>
Reid Bros. Trucking, Inc. No. 8185	Seneca Rock Production John Day-Burns Highway Harney County	October 27, 1975
Oceanlake Redi-Mix Co. No. 8232	Oregon Coast Highway at Devils Lake Road, Oregon Coast Highway, Lincoln County	October 27, 1975
R. J. Taggart Con- struction Co., Inc. No. 8211	Odell Lake Rock Production Willamette Highway, Klamath County	October 30, 1975
Freedom Construction No. 8126	Big Creek Bridge (M.P. 160.2) Oregon Coast Highway Lincoln County	October 31, 1975
R. L. Coats No. 8131	Hampton-Lake County Line Central Oregon Highway Deschutes County	November 4, 1975
Weaver Construction Company No. 8163	Cherry Hts. Rd.-Wright St. (The Dalles), Wasco County	November 4, 1975
Rowell & Wickersham No. 8277	Lafayette (7th St.), Yamhill County	November 7, 1975
Ross Bros. Construc- tion, Inc. No. 8098	Jessie M. Honeyman State Park, Lane County	November 7, 1975
D Mc D Corp. No. 8179	Catherine Creek, LaGrande- Baker Highway, Union County	November 13, 1975
Hamilton Electric, Inc. No. 8068	99W at Conifer Boulevard (Corvallis), Pacific West Highway, Benton County	November 13, 1975
General Construction Company No. 8258	Rooster Rock State Park Multnomah County	November 18, 1975

C

L.K. Comstock and Co., Inc. No. 8140	Santiam Hwy. at Milton St. (Lebanon), Santiam Highway Linn County	November 19, 1975
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Babler Bros., Inc. No. 8051	Main Avenue & 3rd Street (Tillamook), Oregon Coast & Wilson River Highways Tillamook County	November 19, 1975
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Roseburg Paving, Inc. No. 8266	Canyonville (S.W. 5th St.) Douglas County	November 19, 1975
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Klamath Paving Co. No. 8238	Link River-Bisbee Street, Klamath Falls-Lakeview and Klamath Falls-Malin Highways, Klamath County	November 19, 1975
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Aichele Landscaping, Inc. No. 8014	Greenburg Rd. Interchange Beaverton-Tigard Highway Washington County	November 20, 1975
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November 21, 1975



Administrator and State Highway Engineer

C

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ADMINISTRATOR AND HIGHWAY ENGINEER

On behalf of the Commission and under its authority delegated to me to award contracts when conditions have been fulfilled, I awarded the following contracts:

- 1) N.W. 9th Street at N.W. Buchanan Avenue (Corvallis) Section of FAU 2045 in Benton County. Bids received September 25, 1975. Contract No. 8298 awarded October 23, 1975, to Morse Bros., Inc., Lebanon at \$121,892.18.
- 2) Burlington Northern Railroad Overcrossing (Camp Abbot) Bridge Section of FAS 900 in Deschutes County. Bids received October 23, 1975. Contract No. 8309 awarded November 7, 1975, to Douglas S. Coats Construction and Hap Taylor, Inc., Bend, at \$223,882.50.
- 3) Slater Creek-Mystic Creek Section of Coos Bay-Roseburg Highway in Douglas County. Bids received October 23, 1975. Contract No. 8310 awarded October 29, 1975, to Roy E. Ladd, Inc., Redding, at \$6,500,021.
- 4) Cabin Creek Safety Rest Area of the Pacific Highway in Douglas County. Bids received October 23, 1975. Contract No. 8311 awarded October 29, 1975, to Kelly F. White Company, Bend, at \$141,867. (sanitary sewer outfall)
- 5) Powell Blvd. at S.E. 47th and 69th Avenues Section of Mt. Hood Highway in Multnomah County. Bids received October 23, 1975. Contract No. 8313 awarded October 29, 1975, to Hansen Electric Co., Coos Bay, at \$20,651.
- 6) Memaloose Safety Rest Area-Idaho State Line Section of Columbia River Highway and Old Oregon Trail in five counties. Bids received October 23, 1975. Contract No. 8314 awarded October 29, 1975, to Waybo, Inc., Portland, at \$132,630.


F. B. Klaboe

Administrator and State Highway Engr.

11-20-75

EXHIBIT D

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
DIRECTOR OF PERMITS

NO REPORT

E

November 19, 1975

Oregon Transportation Commission

Report of Actions Taken Under Delegate Authority
Disposal of Personal Property

By your duly adopted delegation order, you authorized me in my official capacity to dispose of personal property on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I report this action for your official records.

Disposal of Personal Property:

Miscellaneous Sales	4	\$ 8,018.06
Land Sales	7	9,626.00
Timber Sales	2	621.38
Rent Revenues - October, 1975		<u>68,577.70</u>
Total		\$86,843.14

John R. Ocker
[Signature]

Right of Way Engineer

11.7 F

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
STATE PARKS SUPERINTENDENT

NO REPORT

REPORT OF CONDEMNATION CASES SETTLED

Defendant	State's Offer	State's Highest Appraisal	Amount of Settlement
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George Bray	\$240	\$400	\$750
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L-7199

R-48343

Section: Veneta Middle Fork-Coyote

Highway: Florence-Eugene

County: Lane

Approved by: Jack L. Sollis

Date: November 19, 1975

George F. Capwell

\$6,000

Dismissed

L-7155

R-48140

Section: Vail Creek-Sweet Home

Highway: Santiam

County: Linn

Approved by: Jack L. Sollis

Date: November 19, 1975

NOTE: Settled by Right of Way Section.

Orval McCormach

\$ 75

Dismissed

L-7069

R-47160

Section: Mission Junction-Emigrant Hill

Highway: Old Oregon Trail

County: Umatilla

Approved by: Jack L. Sollis

Date: November 19, 1975

NOTE: Settled by Right of Way Section.

REPORT OF TRIAL OF OTHER CASES - State Defendant

Plaintiff	Cause of Action	Demands of Plaintiff	Verdict or Judgment
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Albertson's Inc.	Personal Injury and Wrongful Death	\$668,410.16 plus attorney fees and costs	For Dfts.
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L-7052
County: Union

West Clackamas County League of Women Voters	Writ of Review	Injunction to stop construc- tion of Kruse Way	*
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L-7234
County: Clackamas

* Order issued authorizing construction of Kruse Way after agreement worked out between the parties. Although the State was not a dft. in this case it took part in the negotiations as it was financing the construction project.

John McNaught	Inverse Condemnation	\$50,000	\$10,000 *
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L-7037
Attorney Fees: \$4,000 **
County: Clackamas

Court Costs: \$147.80

* Prior to trial it was stipulated between State and attorneys for insurance companies to each pay half of the verdict. In effect, the verdict against the State is \$5,000.

** Stipulated to pay half of attorney fees. State's share is \$2,000.

Homer L. Wright	Declaratory Judgment	Declare Rule of Greenway Plan Invalid	*Dismissal
-----------------	-------------------------	---	------------

L-7232
County: Marion

* Court held that plan had not been acted upon by Land Conservation and Development Commission and, therefore, plaintiff had no cause of suit.

HEET G

REPORT OF CONDEMNATION CASES TRIED

Defendant	State's Highest written offer made more than 30 days prior to trial	State's Highest Testimony at trial	Defend- ants' lowest demand	Verdict
Jennie Lee Combs	\$25,000	\$15,100	\$40,000	\$30,750

Attorney Fees - \$2,300

L-7070

R-44150

Section: N.E. 60th Ave.-N.E. Sandy Blvd.

Highway: Northeast Portland

County: Multnomah

Approved by:

Date: November 20, 1975

Leone B. Hill	*\$325,000	*\$282,750	\$700,000	\$450,000
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Attorney Fees - Not yet known

L-7116

R-46694

Section: Columbia River-Pacific Highway

Highway: East Portland Freeway

County: Multnomah

* This is an amendment to the Report of Trial which was reported at the October 29, 1975 meeting. The amount of State's highest written offer and the State's highest testimony were reversed.

REPORT OF TRIAL OF OTHER CASES - State Plaintiff

Defendant	Cause of Action	Demands of Plaintiff	Verdict or Judgment
Gerry F. Spencer	Property Damage	\$154.37	\$154.37

L-7156

Attorney Fees: \$150.00

County: Multnomah

Court Costs: \$22.80

REPORT OF CASES FILED BY AND AGAINST THE DEPARTMENT OF TRANSPORTATION

L-7257 Harry Marvel v. State, et al.: This lawsuit arises out of an accident that occurred on February 19, 1975, when plaintiff's tractor and trailer collided with vehicles owned and operated by the State Highway Division. Allegations of negligence in the lawsuit relate to failure of the Highway Division drivers to keep a proper lookout, failure to yield the right of way, failure to drive on the right half of the highway, failing to give the driver of plaintiff's tractor and trailer at least one-half of main traveled portion of the roadway, failure to exercise proper control of vehicle, parking vehicle on the highway without leaving a clear enough unobstructed portion for passage and failure to give proper or any warning of parked or disabled vehicles on the highway. The amount of the lawsuit is for \$3,016.59.

The matter has been referred to the State's insurance carrier for the defense of the State.

December 9, 1975
Salem, Oregon

The Oregon Transportation Commission held a policy development meeting at 9 a.m. in Room 120 of the State Highway Building in Salem, Oregon. Notice of the meeting was made by press release to newspapers of the general and local circulation throughout the State. Present were:

Glenn L. Jackson, Chairman
Robert L. Mitchell, Secretary
Tom Walsh, Member
B. Gordon Coleman, Member
Michael P. Hollern, Member
Robert A. Burco, Deputy Director
F. B. Klaboe, Administrator and State Highway Engineer
Dennis Moore, Administrator of Mass Transit
E. S. Hunter, Deputy State Highway Engineer
Don Streun, Assistant Director for Administration
Fred Miller, Special Assistant for Policy Research and
Special Studies
David Talbot, State Parks Superintendent
Warren Gaskill, Deputy State Parks Superintendent
Merl Whiteman, Fiscal Officer, Department of Transportation
D. H. Moehring, Maintenance Engineer
C. W. Head, Manager, Commission Services

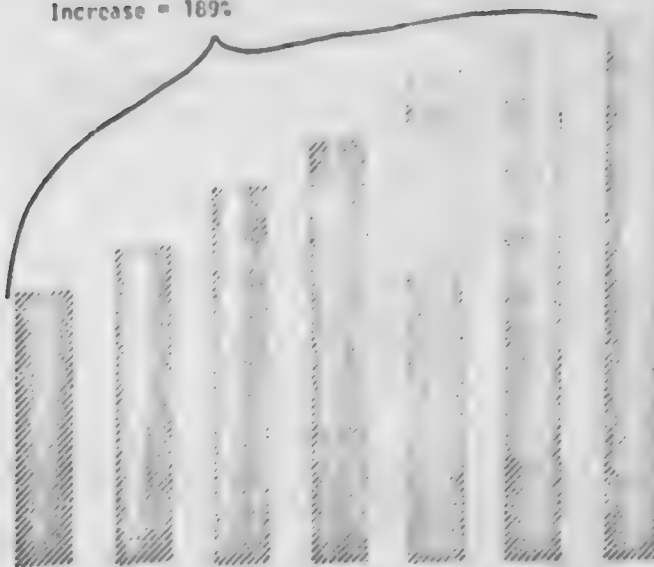
There were others present from the Department of Transportation and representatives from the news media.

Mr. Klaboe reported that the gas tax revenue at this time is holding up about what was expected and the license plate fee is also expected to hold up. The weight-mile tax collection is down considerably. Mr. Klaboe presented to the Commission a handout covering the Highway Division's history on revenues, transfers and certain expenditures for the biennium '63-'65 to date as follows:

(continued on page 1334)

Highway Division
 - Highway Revenue -
 For the 7 Bienniums Shown
 (In Millions)

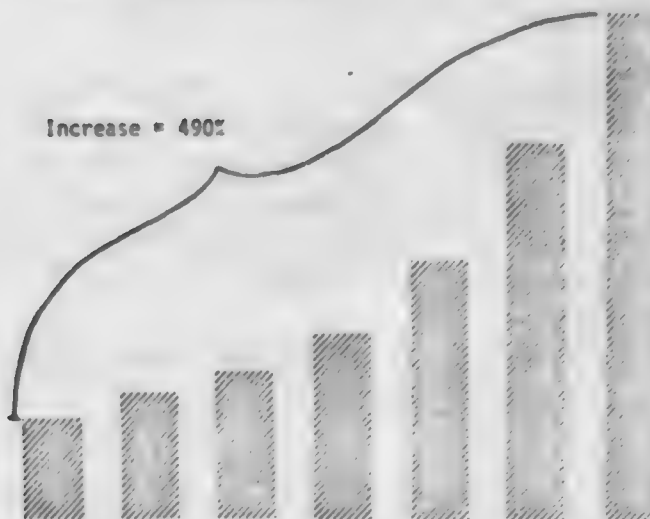
Increase = 189%



Biennium	63-65	65-67	67-69	69-71	71-73	73-75	75-77
Amount	\$145.7	\$168.5	\$195.2	\$218.8	\$254.1	\$275.6	\$275.6
\$ Increase	-	\$ 22.8	\$ 26.8	\$ 23.6	\$ 35.2	\$ 21.5	-
% Increase	-	15.6%	15.8%	12.1%	16.1%	8.4%	-

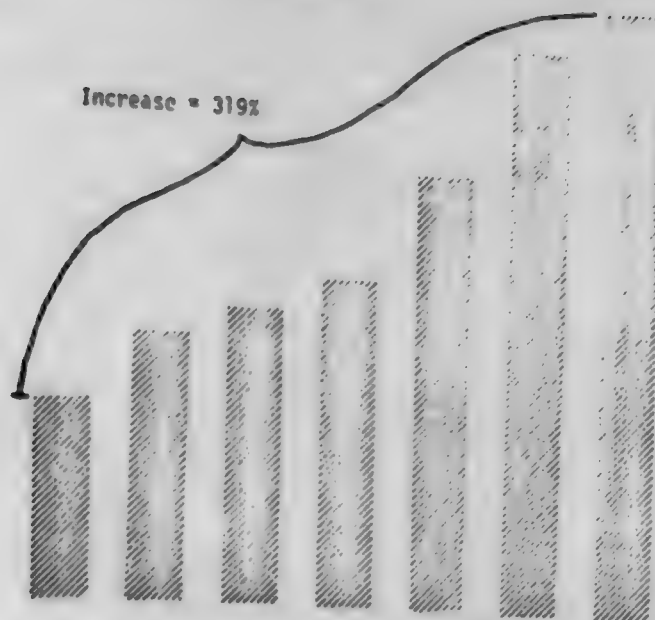
- Transfers to State Police -
 For the 7 Bienniums Shown
 (In Millions)

Increase = 490%



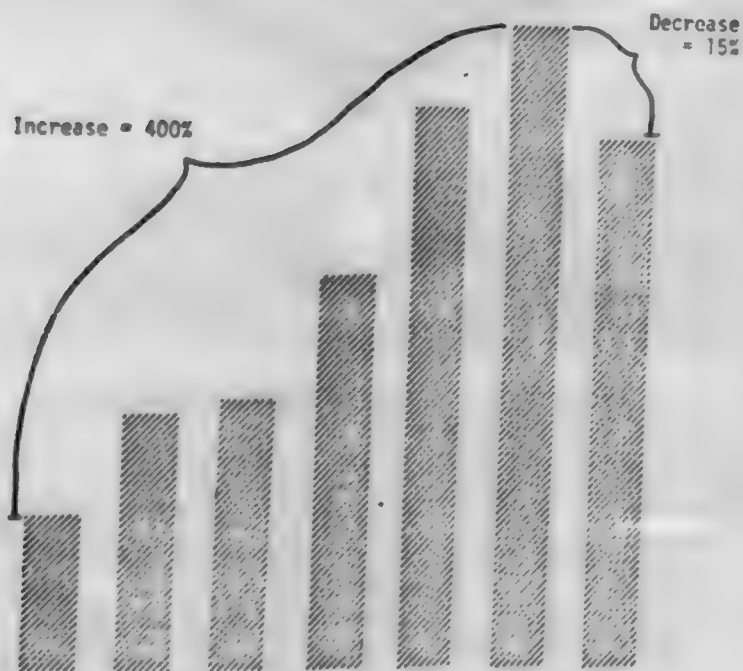
Biennium	63-65	65-67	67-69	69-71	71-73	73-75	75-77
Amount	\$ 7.2	\$ 8.7	\$10.1	\$12.8	\$17.9	\$26.0	\$35.3
\$ Increase	-	\$ 1.5	\$ 1.4	\$ 2.7	\$ 5.0	\$ 8.2	\$ 9.3
% Increase	-	20.6%	16.8%	26.8%	38.6%	46.6%	35.5%
% of Hwy. Revenues	4.9%	5.2%	5.2%	5.9%	7.0%	9.4%	12.8%

Motor Vehicles Division
- Operation Expenditures -
For the 7 Bienniums Shown
(In Millions)



Biennium	63-65	65-67	67-69	69-71	71-73	73-75	75-77
Amount	\$ 6.8	\$ 9.2	\$10.6	\$11.7	\$15.6	\$20.0	\$21.7
\$ Increase	-	\$ 2.4	\$ 1.4	\$ 1.1	\$ 3.9	\$ 4.4	\$ 1.7
% Increase	-	34.8%	15.6%	10.4%	33.5%	27.9%	8.5%
% Hwy. Revenues	4.7%	5.5%	5.4%	5.3%	6.1%	7.3%	7.9%

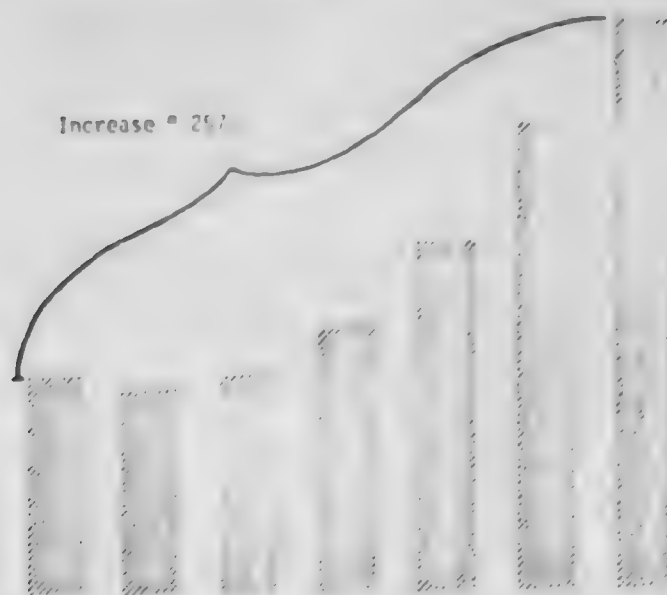
Highway Division
- State Parks Expenditures -
(State Funds Only)
For the 7 Bienniums Shown
(In Millions)



Biennium	63-65	65-67	67-69	69-71	71-73	73-75	75-77
Amount	\$ 5.5	\$ 9.3	\$ 9.7	\$13.8	\$20.2	\$22.0	\$18.8
\$ Increase	-	\$ 3.8	\$.4	\$ 4.1	\$ 6.4	\$ 1.8	\$(3.2)
% Increase	-	68.5%	4.1%	42.9%	46.7%	8.6%	(14.5%)
% of Hwy. Revenue	3.8%	5.5%	5.0%	6.3%	7.9%	7.9%	6.8%

() = Decrease

Highway Division
- Expenditures of Public Utility Commissioner -
For the 7 Bienniums Shown
(In Millions)



Biennium	63-65	65-67	67-69	69-71	71-73	73-75	75-77
Amount	\$ 3.0	\$ 2.7	\$ 3.0	\$ 3.6	\$ 4.7	\$ 6.4	\$ 7.7
\$ Increase	-	\$ (.3)	\$.3	\$.6	\$ 1.1	\$ 1.7	\$ 1.3
% Increase	-	(10.5%)	11.6%	20.6%	28.7%	35.3%	20.9%
% of Weight Mile Tax Revenue	8.4%	6.7%	6.5%	7.2%	7.3%	8.7%	10.5%
Weight Mile Tax Revenues	\$36.0	\$40.5	\$46.4	\$50.5	\$64.5	\$73.0	\$73.2

() = Decrease

Mr. Klaboe pointed out the increases of the Highway fund going to the other agencies. He then referred to the problem and the objective as follows:

PROBLEM: To meet projected cash balance shortage as of June 30, 1977.

The two projections are:

	Projected Cash Shortage
(1) No growth over preceding biennium in weight mile tax	\$ 10,782,851
(2) A small increase in weight mile tax (projected November 1975)	9,416,463

OBJECTIVE: Identify alternative program reductions by December 31, that will result in reducing expenditures in the Highway Division by \$8,000,000 for the biennium and consider other alternatives for the balance of the shortage by March 31, 1976, subject to the following constraints:

- (1) Maintain the highways and parks at levels required to meet safety standards and protect the investments.
- (2) Avoid reduction in permanent full-time employees.
- (3) Avoid loss of Federal Aid funds and maintain the highest level of construction financially possible.

Mr. Klaboe said the State Police has shown a cooperative effort to try to reduce their budget. The Motor Vehicle Division will be looking at their budget and the Public Utility Commissioner will also be contacted.

Mr. Whiteman referred to the identified program reduction and covered each item as follows:

IDENTIFIED PROGRAM REDUCTIONS
State Highway Funds Only

Item	Alternatives (In Thousands)		
	#1	#2	#3
A. R/W Acquisition	\$2,018	\$2,018	\$ 2,018
B. Parks:			
C. Acquisition	213	413	413
D. Construction	441	691	741
E. Operation and Maintenance	--	--	450
F. Maintenance	1,000	1,975	2,465
G. ESP (Employment Stimulation Program	1,500	2,508	5,130
H. Travel Information:			
I. Tourist Advertising	32	232	232
J. Information Centers	63	63	63
K. Youth Corps	400	400	400
	\$5,667	\$8,300	\$11,912
L. Construction Contracts	2,333		
	\$8,000		

IDENTIFIED BUDGET REDUCTIONS
RIGHT OF WAY ACQUISITION
1975-77 Biennium

Item	Total	Funding	
		Highway	Federal
Budget	\$27,660,000	\$3,413,700	\$24,246,300
Planned Expenditures	11,027,351	1,395,071	9,632,280
Planned Reductions	\$16,632,649	\$2,018,629	\$14,614,020
		(SAVINGS)	

Planned Expenditures

Detail	Total	Highway	Federal
Interstate	\$ 6,155,088	\$ 615,509	\$ 5,539,579
Other Federal Programs	4,872,263	779,562	4,092,701
Total	\$11,027,351	\$1,395,071	\$ 9,632,280

(Backup information for each item is included in the handout material. Copies are on file in the Commission's files, Salem.)

Mr. Talbot reported on the Parks Branch Identified Reductions as follows:

ACQUISITIONS
(In Thousands)

Program	Budget		
	Total	State	BOR
Willamette Greenway	\$1,500	\$ 750	\$ 750
State Parks	1,600	800	800
Grant-in-Aid	500	--	500
TOTAL.....	\$3,600	\$1,550	\$2,050

REDUCTIONS

	Alt. #1	Alt. #2	Alt. #3
Willamette Greenway	\$125.0	\$125.0	\$125.0
State Parks	87.5	287.5	287.5
SAVINGS.....	\$212.5	\$412.5	\$412.5

CONSTRUCTION
(In Thousands)

Program	Budget		
	Total	State	BOR
Outside Contractors	\$2,600	\$2,000	\$ 600
State Forces	1,400	1,100	300
TOTAL.....	\$4,000	\$3,100	\$ 900

REDUCTIONS

	Alt. #1	Alt. #2	Alt. #3
Outside Contractors	\$ 300	\$ 437	\$ 487
State Forces	141	254	254
SAVINGS.....	\$ 441	\$ 691	\$ 741

There was considerable discussion concerning the various programs in the Parks budget.

Mr. Whiteman assisted by Mr. Moehring explained the following maintenance chart and discussed the various alternatives and how they would affect the level of service to the public.

MAINTENANCE

Item	ALTERNATIVES (In Thousands)		
	#1	#2	#3
Sign Placement	\$ 100	\$ 150	\$ 150
Overtime	--	350	350
Sanding	100	200	200
Stockpiles	400	400	400
Surface Maintenance	--	120	120
Fleet Reduction:			
Operating Costs Savings	400	500	500
New Purchase - Net	--	255	745
SAVINGS.....	\$1,000	\$1,975	\$2,465

Mr. Talbot reported on the Parks Branch Identified Reductions as follows:

ACQUISITIONS
(In Thousands)

Program	Budget		
	Total	State	BOR
Willamette Greenway	\$1,500	\$ 750	\$ 750
State Parks	1,600	800	800
Grant-in-Aid	500	--	500
TOTAL.....	\$3,600	\$1,550	\$2,050

REDUCTIONS

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State Parks	87.5	287.5	287.5
SAVINGS.....	\$212.5	\$412.5	\$412.5

CONSTRUCTION
(In Thousands)

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	Total	State	BOR
Outside Contractors	\$2,600	\$2,000	\$ 600
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TOTAL.....	\$4,000	\$3,100	\$ 900

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Item	ALTERNATIVES (In Thousands)		
	#1	#2	#3
Sign Placement	\$ 100	\$ 150	\$ 150
Overtime	--	350	350
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Stockpiles	400	400	400
Surface Maintenance	--	120	120
Fleet Reduction:			
Operating Costs Savings	400	500	500
New Purchase - Net	--	255	745
SAVINGS.....	\$1,000	\$1,975	\$2,465

Mr. Whiteman covered the following employment stimulation program:

Identified Budget Reductions
1975-77 Biennium
EMPLOYMENT STIMULATION PROGRAM
1975-77 BUDGET
(\$ in thousands)

Program	Positions	Mos.	Man Mos.	Personal Services	Services & Supplies	Total
Maintenance	400	12.	4,800	\$4,074	\$3,055	\$7,129
Parks	125	13.9	1,739	1,467	--	1,467
Youth Corps	150	4.	600	264	--	264
TOTALS	675		7,139	\$5,805	\$3,055	\$8,860

EMPLOYMENT STIMULATION PROGRAM
ALTERNATIVE #1

- A. Maintenance would reduce the program 20 positions between December 1975 and January 1976. Then by attrition, at the rate of 8 personnel per month through the end of the biennium.

Levels of employment would go from 235 at December 1, 1975, to 79 at June 30, 1977.

SAVINGS would be..... \$940,532

- B. Parks would utilize 50 positions through June 30, 1977.

SAVINGS would be..... \$560,418

TOTAL SAVINGS: \$1,500,950

EMPLOYMENT STIMULATION PROGRAM
ALTERNATIVE #2

- A. Maintenance will reduce positions as follows:
1. 20 positions between December 1975 and January 1976.
 2. 8 positions per month from January 1976 to March 1976.
 3. Lay off 49 during March 1976. (Employment level at this point would be 150 positions.)
 4. 8 positions per month through the balance of the biennium. (Number of positions at that time would be 38.)

SAVINGS would be..... \$1,947,668

- B. Parks would utilize 50 positions through June 30, 1977.

SAVINGS would be..... \$ 560,418

TOTAL SAVINGS: \$2,508,086

EMPLOYMENT STIMULATION PROGRAM ALTERNATIVE #3

Retain existing positions until April 1, 1976, then discontinue program.

Program	Number of Positions	Savings
Parks	50	\$1,178,518
Maintenance	191	3,951,698
SAVINGS.....		\$5,130,216

Mr. Klaboe stated that the employment stimulation program was initiated soon after Governor Straub became Governor in an attempt to place into areas of State government people that were unemployed at the time and try then to finally integrate them into government.

Mr. Whiteman presented the following budget for tourist advertising:

	TOURIST ADVERTISING	(In Thousands)
Total Budget		\$550
Less: Advertising, State Fair		100
		\$450
Funding:		\$ 50 1 to
Tourist Industry Contribution		400 8
Highway Funds		\$450

---Budget note says Highway can spend \$8 for every \$1 contributed by the tourist industry.

Item	Total Expenditure	Industry Match	Highway Funds
First Fiscal Year Budget	\$225	\$25	\$200
Estimated to be Received and Spent	189	21	168
ESTIMATED SAVINGS.....			(\$ 32)
Second Fiscal Year Budget	\$225	\$25	\$200
Estimated to be Received and Spent	--	--	--
ESTIMATED SAVINGS.....			\$200
TOTAL ESTIMATED SAVINGS.....			(\$232)

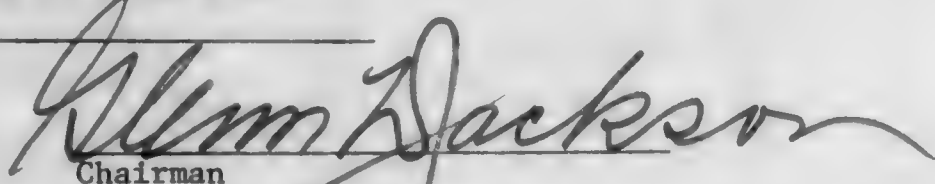
Total expenditures/encumbrances to 12-1-75 = \$59,750

There was discussion relative to the Youth Corps, Travel Information Centers, contract lettings, greenway, sanding, overtime and equipment. The Commission suggested various alternatives to the items presented to reduce the budget approximately \$8,000,000 and asked Mr. Klaboe to make a recommendation to them at their regular meeting of December 18, 1975.


Mr. Whiteman informed the Commission that he had received a letter from the State Police stating that they had identified savings in personal services of approximately \$812,000.

There was discussion concerning the move of the State Parks Offices from the State Highway Building. Mr. Gaskill reported that the staff has studied and evaluated numerous buildings and the Vik Building and the Equitable Building near the Capitol Mall are very competitive as far as price per square foot and space. The rental for the Equitable Building is \$4,000 per month for approximately 10,500 sq. feet and the Vik Building rental is \$3,687 a month for a little over 11,000 square feet. This report was presented to the Commission for their information and the Parks Branch would proceed on requesting General Services to arrange for the contract.

The meeting adjourned at 11:45 a.m.



Chairman



Commissioner



Commissioner



Commissioner

Commissioner



Commission Services

December 18, 1975
Salem, Oregon

The Oregon Transportation Commission held their regular meeting at 10 a.m. in Room 122 of the State Highway Building in Salem, Oregon. Notice of the meeting was made by press release to the newspapers of the general and local circulation throughout the State. Present were:

Glenn L. Jackson, Chairman
Robert L. Mitchell, Secretary
Tom Walsh, Member
Michael P. Hollern, Member
B. Gordon Coleman, Member
George M. Baldwin, Director of Transportation
Robert A. Burco, Deputy Director
Walt Barrie, Chief Counsel
F. B. Klaboe, Administrator and State Highway Engineer
E. S. Hunter, Deputy State Highway Engineer
J. B. Boyd, Right of Way Engineer
David Talbot, State Parks Superintendent
Paul Burket, Administrator of Aeronautics
Dennis Moore, Administrator of Mass Transit
Chester Ott, Administrator of Motor Vehicles
C. W. Head, Manager, Commission Services

There were others present from the Department of Transportation and representatives from the news media.

The Commission approved the minutes of the special meeting on November 13 and the regular meeting on November 25, 1975.

HIGHWAY DIVISION

A list of properties needed for highways and other uses was presented by Mr. Boyd. He requested the Commission to declare by resolution the necessity of said properties for the public use to which they are to be put and to authorize him to attempt to agree with the owners of said properties as to price. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful and thereupon adopted "Condemnation Resolution No. 2641," which resolution by this reference is made a part hereof and filed in the Commission's files.

Mr. Barrie reported that the Maywood Park case has been rescheduled from December 22, 1975, to January 19, 1976, at the request of the plaintiff's attorneys. He indicated there may be a further continuance of the case by plaintiffs until the State has solidified its own position with respect to the design and the environmental impact statement. In reply to the Chairman's inquiry, Mr. Barrie said there is always a possibility of an environmental law suit in a Federal Court.

Mr. Barrie presented to the Commission copies of an oral opinion by Judge Burns on the Mt. Hood Freeway case. Mr. Barrie said the Judge denied the plaintiff's request for between \$250,000 and \$500,000 in attorney's fees which was made against the State and the individual Commission members. A final order in the case has not yet been signed because there is a minor dispute over court costs which amounts to \$1,300. (Copy of opinion dated November 30, 1975, on file in the Commission's files, Salem.)

Mr. Barrie asked if there were any questions in connection with the informational reports previously submitted to the Commission on cases tried, cases settled, and institution of legal proceedings filed against the Department of Transportation since the last Commission meeting. There were no questions. (See Exhibit G on file in the Commission's files, Salem.)

No report from the State Parks Superintendent.

Mr. Klaboe reported on actions taken under delegated authority received for filing with the Commission records. These reports show the actions taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders: (Exhibits on file in the Commission's files, Salem.)

Chairman of Oregon Transportation Commission	Exhibit A
Vice Chairman of Oregon Transportation Commission	Exhibit B
Administrator and Highway Engineer	Exhibit C
Director of Permits	Exhibit D
Right of Way Engineer	Exhibit E
State Parks Superintendent	Exhibit F
Chief Counsel	Exhibit G

Consideration was given to approving a preliminary engineering project to complete the preparation of plans to widen a 3.15 mile section of the Clackamas Highway in Clackamas County. Mr. Klaboe said a majority of the preliminary engineering was completed prior to approval of the Urban System, using Urban Extension Funds. The estimated cost is \$31,200 with the State providing the total matching funds of \$8,800. Upon his favorable recommendation, the Commission approved the following project:

<u>Jurisdiction</u>	<u>Section</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State's Share</u>
State	I-205 Intchge.-Boring Rd., Clackamas Hwy., FAU 0390	<u>\$40,000</u>	<u>\$31,200</u>	<u>\$8,800</u>
	TOTAL	\$40,000	\$31,200	\$8,800

The Commission approved the following Federal aid Secondary Projects as recommended by Mr. Klaboe and authorized him to sign the agreements when prepared.

County & FAS No.	Section and Description	Programmed Amount	State's Share (rounded)
Linn 124	DeFord Cr.-N. Santiam River Sec., Lyons-Mill City	\$275,000	\$30,000
Wheeler 814	Mortiner Ranch-John Day Hwy. Sec., Rowe Cr. Rd.	<u>200,000</u>	<u>22,000</u>
TOTAL		\$475,000	\$52,000

Attention was given to a request from Tri-Met to extend the Portland carpool program for another year as an additional Urban System Project. Mr. Klaboe stated the total cost is \$90,000 and CRAG has approved the project. The Federal Government will pay \$81,000 of the cost and Tri-Met will pay the \$9,000 matching funds. The Commission approved the request as recommended by Mr. Klaboe.

The Commission considered approving a policy letter which is to be sent to all cities and counties to obtain information to develop a bond sale program as provided in Senate Bill 448. Mr. Klaboe said initial indication shows only limited interest in the program. However, Marion County has requested \$3.4 million and the City of Grants Pass has indicated interest in the program with no amount specified. Under this program the State would at the request of a local government perform any engineering necessary to construct a project at no expense to the State. Upon his recommendation, the Commission approved the policy letter. (Copy of policy letter on file in the Commission's files, Salem.)

The Commission approved Mr. Klaboe's request to increase project authorization on the following contract:

- (1) D McD Coporation, Contract No. 8179, LaGrande-Baker Secondary Highway, Union County, for \$10,677.61 (9.07%). The reasons for the increases were due to quantity overruns and engineering.

Mr. Klaboe reported that under ORS 366.525 the counties are entitled to receive 20 percent of all funds received from motor vehicle taxes and fees. For the month of November 1975 the amount credited to the counties totals \$2,072,539.30 which amount was released on December 26, 1975, as apportioned by law. (List of apportionment to the counties on file in the Commission's files, Salem.)

Mr. Klaboe also reported that an allocation of 12% of the Highway Fund to the cities for the month of November 1975 in the amount of \$1,243,523.22 will be released on December 30, 1975. (A list of apportionment to the cities on file in the Commission's files, Salem.)

Consideration was given to adopting a temporary rule requiring mandatory prequalification for persons desiring to bid on projects for the Department of Transportation beyond January 1, 1976, when Chapter 771 Oregon Laws 1975 becomes effective. Mr. Klaboe pointed out that the temporary rule provides that all persons presently prequalified with the Commission shall remain so qualified until May 1, 1976, without submitting new prequalification statements. All persons not prequalified by May 1, 1976, who wish to bid on projects authorized by the Commission must submit a completed prequalification statement at least ten days prior to the opening of bids for projects on which they wish to bid. The temporary rule meets all of the requirements that are presently being set forth in the proposed rules by the Public Contract Review Board. Mr. Klaboe also mentioned that the temporary rule instructs the Director of the Department of Transportation or his designated representative to hold such public hearings as required by ORS 184.619 and to recommend to the Commission for adoption of a permanent rule requiring mandatory prequalification. Following his favorable recommendation, the Commission adopted the temporary rule. (Copy of temporary rule on file in the Commission's files, Salem.) (A certified copy of the temporary rule was filed with the Secretary of State on December 22, 1975, and was published in his bulletin on January 1, 1976. A hearing will be held in Salem on January 19, 1976.)

Attention was given to approving the payments under an agreement with the State Fair Board and Richardson Associates, Inc., of Portland for promotional and advertising activities for the 1976 Oregon State Fair. Mr. Klaboe said the agreement provides for a monthly payment of \$350 as a set fee and a guaranteed annual fee of \$3,000 for advertising commissions. The \$3,000 fee would be offset by commissions paid by the publications and is expected to be all or mostly covered by these commissions. Only in case the commissions do not reach \$3,000 will the Highway Division pay any additional funds to Richardson Associates under this portion of the contract. The contract provides for the Highway Division to pay the usual charges for advertising layout and design, type setting, finished art and other production charges. The Commission approved the payment as recommended by Mr. Klaboe.

Consideration was given to a request from the City of Pilot Rock to consent to the annexation of portions of the rights-of-way of the old and relocated Pendleton-John Day Highway in Umatilla County. Mr. Klaboe stated that this proposal has been investigated and found to be correctly described and in proper order. No enclave will be formed by the annexation. Following his favorable recommendation, the Commission approved the annexation and authorized Mr. Klaboe to sign the consent form.

Consideration was given to adopting a resolution establishing a one-way couplet in the City of Silverton and extending the Hillsboro-Silverton Highway and the Cascade Highway, South in Marion County. Mr. Klaboe said by an agreement dated May 31, 1974, the couplet and

redesignation of highways in the City were established on a temporary basis in conjunction with the construction of the Main Street bridge. The City now accepts the couplet as a permanent facility with some signing and truck route revisions. The Hillsboro-Silverton Highway mileage is increased by approximately 0.4 mile for the paralleling street forming the couplet and the Cascade Highway, South extended for one block to facilitate the traffic movement. Following his recommendation, the Commission adopted "Secondary Highway Designation Resolution No. 78," which resolution by this reference is made a part hereof and filed in the Commission's files, Salem.

The Commission considered a report concerning reduction of \$8 million in the Highway Division expenditures. (Report mailed to the Commission on December 12, 1975.) Mr. Klaboe stated that following the special Commission meeting of December 9, 1975, a schedule outlining a reduction of expenditures has been prepared which was based on the Commission's guidelines. (Copy of report and supporting schedules on file in the Commission's files, Salem.) The Commission approved the reduction of \$8 million in the Highway Division's 1975-77 biennium budget as follows:

SELECTED REDUCTIONS - STATE HIGHWAY FUNDS ONLY (In Thousands)

<u>Item</u>	<u>Amount</u>
Right of Way Acquisition	\$2,019
Maintenance	
Sign placement	\$150
Overtime	350
Sanding	200
Stockpile reduction	400
Surface maintenance	--
Fleet reduction	
Operating cost savings	500
New Purchase - net	<u>745</u>
	2,345
Park Acquisitions	413
Park Construction	441
Employment Stimulation Program	
Maintenance	\$1,948
Parks	560
Youth Corps	<u>--</u>
	200
Youth Corps	<u>\$7,926</u>
	74
Federal Aid Construction Contracts	<u>\$8,000</u>
Total Planned Reductions	

AERONAUTICS DIVISION

The Commission approved six actions taken by the Aeronautics Administrator in September and October 1975 relative to real property transactions on State-owned airports as follows:

(continued on page 1347)

- (1) September 26, 1975 - Executed addendum to septic tank drainfield easement of June 4, 1975. (Columbia Helicopters - Aurora State Airport, Marion County)
- (2) October 6, 1975 - Executed one-year renewal of Ingress/Egress Permit. (Dr. Forrest G. Bennett - Aurora State Airport, Marion County)
- (3) October 9, 1975 - Executed Bargain and Sale Deed transferring 0.19 acre of property to Brooks Johnston as part of transaction acquiring property for transitional areas at Siletz Bay State Airport, Lincoln County.
- (4) October 9, 1975 - Executed final report and option on Lebanon State Airport property file No. 18, Linn County. (C. E. Kiouss)
- (5) October 10, 1975 - Executed 5-year lease for hangar site. (W. L. Schrunk - Independence State Airport, Polk County)
- (6) October 27, 1975 - Executed temporary Ingress/Egress Permit to expire December 31, 1975. (Tri City Flight Center - Tri City State Airport, Douglas County. (See page No. 1350 Director's Report, Amendment No. 1 to Delegation Order No. 11)

Mr. Burket presented an informational report regarding proposed Schedule of Rates and Fees at State-owned airports. He said the current rates for real property leases at State-owned airports were established in 1947 and the current fuel flowage fees were set in 1964. The Schedule of Rates and Fees and report "Fee Adjustment Justifications" is the result of a lengthy study on rates and fees at municipal and other airports in the State and is in accordance with ORS 492.110. (Schedule of Rates and Fees of State-Owned Airports and Fee Adjustment Justifications are on file in the Commission's files, Salem.) He mentioned that upon advice of Mr. Barrie the fees to be charged are not a matter for administrative rules but this fee report would be distributed to known-interested parties. Mr. Burket stated that this schedule would be presented to the Commission for their approval at the January 1976 Commission meeting.

MASS TRANSIT DIVISION

Mr. Moore presented to the Commission a second progress report on the Intercity Transportation Project. (First report was mailed to the Commission on December 9, 1975.) He stated the purpose of this study is to review bus transportation alternatives which may be available to implement an intercity transportation project

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MASS TRANSIT DIVISION

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this biennium using funds which are currently reserved in the Emergency Board. The Division is in the process of studying three general types of bus transportation alternatives as follows:

- (1) Increasing bus service frequency on the Interstate 5 corridor between Portland and Eugene.
- (2) Offering new or upgraded service between communities throughout the State.
- (3) Developing statewide non-operating improvements such as signing, bus stops, and vanpool programs.

Mr. Moore outlined their time schedule in the study process. (Progress reports on file in the Commission's files, Salem.)

Consideration was given to approving general guidelines for experimental transportation projects for less populated areas. Mr. Moore stated recipients of the program could be cities, counties, or non-profit corporations representing areas that generally have a population of less than 50,000. The areas or cities such as Bend, Ontario and Western Lane County would be potential recipients. The following is a listing of requirements of the Special Transportation Program divided into three categories:

General Requirements

- (1) State assistance is on a one-time, pilot basis and no further financing can be expected from the program. However, recipients could include those applicants who did not complete a State-authorized experimental project in a prior biennium because of circumstances beyond their control (such as Ontario).
- (2) The project will be for no more than 18 months.
- (3) State matching funds will not be forthcoming until local matching funds are confirmed.
- (4) State participation will be limited to 25 percent of approved project costs; however, the State will contribute 50 percent of approved costs for marketing.
- (5) Each project will be subject to approval by the Transportation Commission.
- (6) State funds would only be expended in areas with less than 50,000 population.

(continued on page 1349)

Selection Criteria

- (1) Priority will be given to the needs of those who are without transportation.
- (2) A commitment to provide substantial initial and continuing financial and administrative support will be made at the local level.
- (3) The proposed transportation service will demonstrate innovative solutions to the problems of transportation disadvantaged persons.
- (4) The localities will be sufficiently typical to generate information useful to a broad range of areas and communities in the State.
- (5) Special consideration may be given to existing transportation services which offer innovative services to transportation disadvantaged persons.
- (6) If transportation services already exist, emphasis will be given to coordination of service and planning.

Program Administration

- (1) The Mass Transit Division will develop agreements with designated local agencies indicating the procedures for payment schedules, reporting requirements, and budget limitations.
- (2) Local agencies will be responsible for the day-to-day operations of each project including the amounts set for drivers' wages, fringe benefits, fares, routing, scheduling, etc.
- (3) Program budgets will be divided in the categories of Capital, Payroll, Operations (the State will participate up to 25 percent of the cost of each), and Marketing (the State will match expenses up to 50 percent).
- (4) Agencies will submit monthly expense, passenger, and mileage reports.
- (5) The Division will monitor and evaluate the project elements on a continuing basis and will perform periodic informal audits. Each project will have a final report containing all relevant information and an evaluation.
- (6) Agencies must be able to verify all expenses with receipts.

(continued on page 1350)

- (7) State funds will be released by requisition.
- (8) Sample forms will be supplied to account for and requisition funds. Substitutes for these forms must be approved by the Division.

Mr. Moore recommended that the guidelines remain in effect until such time as the Commission has reviewed all Department programs and established an overall policy on State transportation grants. The Commission accepted his recommendation.

MOTOR VEHICLE DIVISION

No report.

DEPARTMENT OF TRANSPORTATION
Director's Report

The Commission confirmed Tuesday, January 13, 1976, as the date for the policy development meeting and set Tuesday, January 27, 1976, for their next regular meeting. (The policy development meeting was later cancelled and the regular monthly meeting was changed to Thursday, January 22, 1976.)

Consideration was given to the adoption as a temporary rule the Attorney General's Model Rules of Procedure under the Administrative Procedure Act effective October 22, 1975. Mr. Baldwin mentioned that a public hearing will be held on Tuesday, January 20, 1976, in the Conference Room of the State Highway Building in Salem. The Commission adopted the temporary rule as recommended by Mr. Baldwin. (Upon advice of Legal Counsel, the rule was not filed with the Secretary of State as a temporary rule; therefore, the temporary rule was not put into effect. Notice of the hearing was published in the Secretary of State's Administrative Rule Bulletin on January 1, 1976.)

The Commission adopted Amendment No. 1 to Delegation Order No. 11 recommended by Mr. Baldwin as follows:

AMENDMENT NO. 1
to
DELEGATION ORDER NO. 11
DELEGATION OF AUTHORITY

Pursuant to the provisions of ORS 184.635 and in order to provide for a more efficient and expeditious administration of the Aeronautics Division, authority is hereby delegated to the Aeronautics Administrator, Oregon Department of Transportation, to approve and execute all deeds, contracts, agreements, ingress/egress permits, or other documents pertaining to all real property transactions.

Mr. Burco presented to the Commission the following tentative agenda for the policy development meeting set for January 13, 1976.

Tentative Agenda Items
January Policy Development Meeting

- (1) Status Report and Discussion - Transportation Policy Document
- (2) Issue Formulation of Policy Task Forces
 - Intergovernmental Relations
 - Land Use
 - Public Transportation
 - Financing
 - Decentralization
 - Regulation
- (3) Willamette Valley Transit Program Review
- (4) 1977-79 Program Plan
- (5) Invited Participation - Energy, LCDC, other Departments
- (6) How Does the Commission/Staff Relationship Proceed from Here on Policy Development Matters
- (7) Adoption of the Director's Report of last year as a background document.

Mr. Klaboe mentioned another item that should be included on the January agenda is to take action on a Federal rule requiring the Department to reclassify the entire road system in the State.

DELEGATION

A delegation representing Klamath County appeared before the Commission to request a change in priorities in the Six Year Construction Program by deleting the improvement of the Malin Junction-Henley Section of Highway No. 39 (Klamath Falls-Malin Highway) in the Secondary Rural Program and committing these funds to the Southside Bypass, FAS No. 959. The following people were present: Bryant Williams, County Commissioner; Alvin Cheyne, Chairman, County Roads Advisory Committee; Lyle Smith, Director, Public Works; and Earl Kessler, Assistant County Engineer.

Bryant Williams mentioned that on August 14, 1975, a group met with Fred Klaboe and discussed the proposal that is being presented today. He thanked Mr. Klaboe and staff for their assistance concerning this matter.

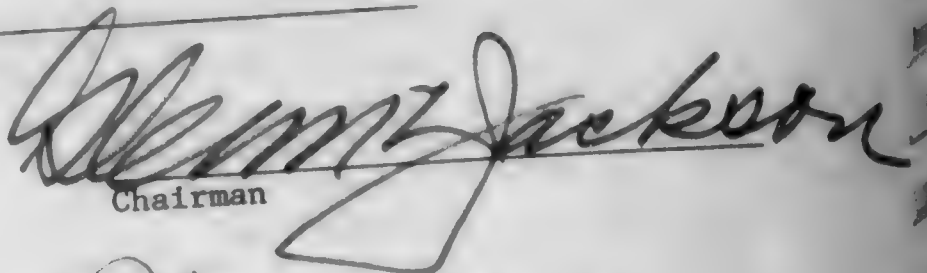
Alvin Cheyne stated that in 1936 there was a study made on the road system within the suburban and City of Klamath Falls

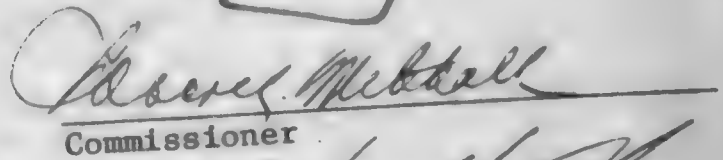
area to see what could be done to correct it. This survey called for another crossing on the Klamath River, but it was too costly. Another study was made in the 1940's by another firm with the same recommendations. He indicated that there are several north-south roads and one major east-west road (South Sixth Street). The only other east-west route is approximately five miles south. The County has looked at several other locations but could not handle due to the high cost of construction. Mr. Cheyne said the location that the County is recommending today is shown in red on the wall map and on the little handout map which is attached to the South Bypass Action Plan. (Copy on file in the Commission's files, Salem.) He said that this route is the only way that would remove log trucks and other commercial trucking off Main Street in downtown Klamath Falls. He said his group has met with the City, County, Chamber of Commerce, timber industry, mills, loggers, farmers, cattlemen, labor groups and others and all agree 100 percent to this plan.

Lyle Smith pointed out that the yellow line on the map is the proposed truck route which was adopted by a truck route committee. The truck route is an integral part of this whole unit and without the Southside Bypass it just won't work. He said that their group is proposing that the \$3.9 million 1980 estimated cost on Highway 39 be transferred onto the westerly section of the Southside Bypass from Washburn Way to Highway 97. This is a direct connection with the interchange of 97 and 66 and then connects over to Highway 140 on the Orindale Road. The current estimated cost of this westerly leg from 97 to Washburn Way is \$4.2 million, which includes the bridge over Klamath River, one railroad overpass and a truck route interchange. The 1980 escalated cost is \$5.3 million which leaves the County shy \$1.4 million. It is planned to use FAS-C Funds for this project. The Association of Oregon Counties recently approved a new formula distribution and now the counties can borrow ahead five years in advance and the deadline to commit these funds is 1978. He said the County is proposing to purchase all rights-of-way for the Bypass and the truck route just as soon as the Commission gives approval on transferring these funds. It is planned to finance all construction costs from Washburn Way to Highway 39 and will construct without Federal or State aid. The estimated cost of this section is \$1.2 million and the County will begin construction in 1978 and complete by 1981.

Chairman Jackson informed the delegation that the Commission would have to defer the decision until February 1976 as the Federal Aid Highway Act containing Oregon's apportionment is expected to be passed by late February. The Chairman also stated that the Commission would cooperate with the County by recognizing their priorities.

There being no further business the Chairman adjourned
the meeting at 11:08 a.m.


Chairman


Commissioner


Commissioner


Commissioner

Commissioner


Commission Services

EXHIBIT A

REPORT OF CONFIRMATION OF TELEPHONE ACTION UNDER DELEGATED AUTHORITY

No. 1 Project Powder River Bridge Section
Type of Work Irrigation Ditches & Structure F.A. Proj. No. RS-01-106(1)
County Baker Highway FAS 01-106
No. of Bidders 5 Low Bidder Ross Bros. Construction, Inc. - Salem
Low Bid \$ 115,202.50

Engineer's Recommendation: Award to low bidder as soon as approval of Baker County is received and the sum of \$14,700.00 is deposited by the County.

No. 2 Project Crater Lake Hwy. at Biddle Rd. (Hedford) Section
Type of Work Grading, Paving and Signals F.A. Proj. No. MHS-2490(1)
County Jackson Highway Crater Lake
No. of Bidders 5 Low Bidder Hansen Electric Co., Inc. - Coos Bay
Low Bid \$ 49,087.80

Engineer's Recommendations: Award to low bidder as soon as approval of the Federal Highway Administration is received and a Power Consumption Agreement is signed.

No. 3 Project Springfield Traffic Signal
Type of Work Traffic Signals F.A. Proj. No. M-000S(2)
County Lane Highway City Streets
No. of Bidders 6 Low Bidder Hamilton Electric, Inc. - Eugene
Low Bid \$ 89,251.50

Engineer's Recommendations: Award to low bidder as soon as approval of the City of Springfield and the Federal Highway Administration is received and the sum of \$18,000.00 is deposited by the City.

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 11-24-75

EXHIBIT A

No. 4 Project Idaho Ave. Intchge. (Ontario) Section
Type of Work Roadside Improvement F.A. Proj. No. I-80N-8(31)376
County Malheur Highway Old Oregon Trail
No. of Bidders _____ Low Bidder _____
Low Bid \$ _____
Engineer's Recommendation: (PROJECT WITHDRAWN)

No. 5 Project Benson State Park
Type of Work Toilet Building F.A. Proj. No. BOR Project
County Multnomah Highway ---
No. of Bidders 10 Low Bidder Marmolejo-Hewson, Inc., General Contr. & Engr. - Portland
Low Bid \$ 41,637.00

Engineer's Recommendations: Award to low bidder as soon as approval of the Bureau of Outdoor Recreation is received.

No. 6 Project Hawthorne Bridge Section
Type of Work Bridge Control Improvement F.A. Proj. No. M-0970(1)
County Multnomah Highway FAUS 0970
No. of Bidders 6 Low Bidder W. R. Grasle Co. - Portland
Low Bid \$ 283,333.00

Engineer's Recommendations: Award to low bidder as soon as approval of the Federal Highway Administration and Multnomah County is received and the sum of \$36,000.00 is deposited by the County.

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 11-24-75

EXHIBIT A

No. 7 Project N.E. Union Ave.-H. Borthwick Ave. Section
 Type of Work Grading and Paving F.A. Proj. No. M-0944(2)
 County Multnomah Highway FAU 0944 (H.E. & H. Col. Blvd.)
 No. of Bidders 7 Low Bidder Columbia West Materials & Constructors, Inc. - Longview, Washington
 Low Bid \$ 516,220.25

Engineer's Recommendation: Award to low bidder as soon as approval of the Federal Highway Administration and Multnomah County is received and the sum of \$65,350.00 is deposited by the County.

No. 8 Project S.W. Katherine Lane-S.W. 75th Ave. (Bus Turnout) Sec.
 Type of Work Grading and Paving F.A. Proj. No. U-186(29)
 County Washington Highway Sunset
 No. of Bidders 8 Low Bidder C. D. Gredvig - Portland
 Low Bid \$ 34,951.00

Engineer's Recommendations. Award to low bidder as soon as approval of the Federal Highway Administration is received.

No. 9 Project Champoeg State Park
 Type of Work Toilet Building F.A. Proj. No. BOR-41-00726
 County Marion Highway ---
 No. of Bidders 14 Low Bidder Harmolejo-Hewson, Inc., General Contr. & Engr. - Portland
 Low Bid \$ 47,488.93

Engineer's Recommendations: Award pending.

On November 24, 1975, I accepted the Administrator and State Highway Engineer's recommendations for award of the projects on which bids were received November 20, 1975, and authorized him to sign the contracts when conditions for the awards have been met.

Dated this 2 day of Dec, 1975
Glenn L. Jackson
 Glenn L. Jackson, Chairman
 Oregon Transportation Commission
 - 1356 -

EXHIBIT A

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed on the attachment hereto and report this action for your official records.

Dated this 25 day of Nov, 1975



Glenn L. Jackson, Chairman
Oregon Transportation Commission

Attachment List:

- 1) Options accepted (14) totaling \$18,855
- 2) Relinquishment of over 3.3 acres authorized (File MS 13)
- 3) Sale of 16.4 acres property authorized (File 23713)
- 4) Agreement with City of Oakland approved
- 5) Agreement with City of Eugene approved
- 6) Agreement with Carmel-Foulweather Sanitary District approved

EXHIBIT A

OPTIONS TO PURCHASE REAL PROPERTY

(1)

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
47580	Owen, Bernice et al	\$ 4,250.00
47581	Owen, Bernice	4,500.00
48058	Interstate Investment Company	2,200.00
48545	Kern, John & Terese	600.00
48547	Wilhelm, Gene L. & Jacqueline	1,055.00
48939	Miller, Don & Dortha	250.00
1-144.28	Cooper, Earl L. & Mary J.	150.00
2-98.75	Tsubota, Isami	600.00
4-278.17	Barnhisel, Peter L. & Richards, Sally	675.00
9-118.80	National Advertising Company	3,715.00
9-121.19	Salishan Properties, Inc.	300.00
9-354.15	Whittemore, Maude Longacre	450.00
25-18.89	Louise Foering Estate	50.00
25-25.32	Champion, John & Clara L.	60.00
	14 Transactions	\$ 18,855.00

- (2) Relinquishment of a 1929 easement over 3.3 acres for a dam and roadway to protect the Springfield-Walterville Section of the McKenzie Highway in Lane County from flooding of the McKenzie River. There is no longer a need for the dam on the Cogswell Mill Race since work on the McKenzie River has eliminated the flooding problem. File MS 13.
- (3) Sale of 16.4 acres excess property on the Hayes Hill-Grants Pass Section of the Redwood Highway in Josephine County to Josephine County to dedicate to the public. No consideration. File 23713.
- (4) Agreement with the City of Oakland to provide sanitary sewer services at the Cabin Creek Safety Rest Area on the Pacific Highway in Douglas County; costs include construction, maintenance, a connection fee of \$7,660, sewer charges, and legal services estimated at \$1,024.
- (5) Agreement with City of Eugene in Lane County for a 25% grant-in-aid for funds to acquire 7 parcels of land known as West Bank Park acquisition, WP 109-954. It is a Greenway project on the Willamette River. Total acquisition costs are \$267,066. State participation is \$66,766.50. The city shall have until December 31, 1977, to complete the acquisitions. (Parks)
- (6) Agreement with Carmel-Foulweather Sanitary District to establish a sanitary district and to provide service to Beverly Beach and Devil's Punchbowl State Parks in Lincoln County. The cost to the State will be \$2,000. (Parks)

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 11-25-75

APPROVED
[Signature]
STATE HIGHWAY ENGINEER
DATE: 11-24-75

EXHIBIT A

TO: Oregon Transportation Commission

SUBJECT: Report of Confirmation of Action Taken
Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the following agreement and report this action for your official records:

- 1) On November 18, 1975, approved basic agreement with Federal Highway Administration for conducting implementation projects in connection with the Federal Highway Administration's Federally Coordinated Implementation Program.

Dated this 25 day of Nov., 1975


Glenn L. Jackson, Chairman
OREGON TRANSPORTATION COMMISSION

EXHIBIT A

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed on the attachment hereto and report this action for your official records:

Dated this 2 day of Dec, 1975

Glenn L. Jackson
Glenn L. Jackson, Chairman
Oregon Transportation Commission

Attachment List:

- 1) Options accepted (2) totaling \$980
- 2) Sale of 7.8 acres authorized (File 11062)
- 3) Sale of 0.18 acre authorized (Files 28669 and 28670)
- 4) Sale of 0.48 acre authorized (File 23444)
- 5) Sale of 0.71 acre authorized (File 32108)

EXHIBIT

A

(1)

OPTIONS TO PURCHASE REAL PROPERTY

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
48730	Berger, S. D. & Madeline	\$ 500.00
9-116.72	Morgan, David E.	480.00
	Two Transactions	\$ 980.00

- (2) Sale of 7.8 acres excess property on the Dad's Creek-Dixie Summit Section of the John Day Highway in Grant County for a minimum consideration of \$400.00. File 11062.
- (3) Sale of 0.18 acre excess property on the Lake Road-Clackamas River Section of the East Portland Freeway in Clackamas County for a minimum consideration of \$6,275.00. Files 28669 & 28670. (Real Property Resolution No. 717)
- (4) Sale of 0.48 acre excess property on the Lake Road-Clackamas River Section of the East Portland Freeway in Clackamas County for a minimum consideration of \$17,775.00. File 23444. (Real Property Resolution No. 716)
- (5) Sale of 0.71 acre excess property on the Boardman Junction-Irrigon Section of the Columbia River Highway in Morrow County for a minimum consideration of \$1,000.00. File 32108 (L-3687).

Approved

12/1/75

Asst. State Hwy. Engr.

APPROVED BY CHAIRMAN
GLENN L. JACKSONDATE 12-2-75

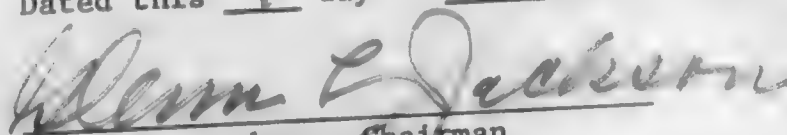
EXHIBIT A

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed on the attachment hereto and report this action for your official records.

Dated this 9 day of Dec, 1975.


Glenn L. Jackson, Chairman
Oregon Transportation Commission

Attachment List:

- 1) Options accepted (6) totaling \$12,043
- 2) Correction to sale amount approved (File 40727)
- 3) Agreement with Talent Irrigation District approved
- 4) Agreement with Union Pacific Railroad Company and Southern Pacific Transportation Company approved

EXHIBIT A

(1) OPTIONS TO PURCHASE REAL PROPERTY

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
48296	The Heirs of Herbert H. Carstens	\$ 336.00
48330	Helfrich, Merle C. et al	7,750.00
48643	Anderson, Alton M. & Agnes L. et al	0.00
25-1.54	National Advertising Company	740.00
17 SR's	National Advertising Company	2,080.00
27 SR's	National Advertising Company	1,137.00
	6 Transactions	<u>\$ 12,043.00</u>

(2) Correct sale approved August 19, 1975 for 0.02 acre on the Klamath Falls-Green Springs Jct. Section of The Dalles-California Highway in Klamath County. The minimum consideration was reported as \$50.00 and should have been \$35.00. File 40727.

(3) Agreement with Talent Irrigation District covering the reconstruction of the District's irrigation facilities on the Seven Oaks-South Ashland Interchange Section of the Pacific Highway in Jackson County, with the District to give a Quitclaim deed for its interest in the right of way.

(4) Agreement with Union Pacific Railroad Company and Southern Pacific Transportation Company for a rental extension for the lease of the upper deck Steel Bridge. The reason for the extension of the agreement is to continue the existing agreement for another six months in order to complete negotiations for a new agreement with the Railroad with respect to leasing the upper deck of the Steel Bridge. This agreement will continue the original agreement through June 30, 1976.

Approved 12/5/75
[Signature]
 Asst. State Hwy. Eng.

APPROVED BY CHAIRMAN
 GLENN L. JACKSON
 DATE Dec. 9, 1975

APPROVED
[Signature]
 STATE HIGHWAY ENGINEER
 DATE: 12-8-75

EXHIBIT A

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed on the attachment hereto and report this action for your official records.

Dated this 15 day of Dec, 1975

Glenn L. Jackson
Glenn L. Jackson, Chairman
Oregon Transportation Commission

Attachment List:

- 1) Release of Quitclaim Deed approved (File 6490)
- 2) Options accepted (9) totaling \$150,310 authorized
- 3) Sale of 0.11 acre land authorized (File 20250-A-3)
- 4) Supplemental agreement with City of Portland approved
- 5) Agreement with City of St. Helens approved
- 6) Agreement with City of St. Helens approved

EXHIBIT A

- (1) Release by Quitclaim Deed of all interest in a no longer needed Coopey Quarry on the Columbia River Highway in Multnomah County to Francis J. Odermann, et al. (File 6490)

(2) OPTIONS TO PURCHASE REAL PROPERTY

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
45032	Soults, Edgar E. & Dorothy E.	\$ 135,000.00
48742	Jacobs, Linnie M.	135.00
48809	Duncan, Jean W.	100.00
48810	Paullus, Kenneth W. & Beverly L.	110.00
2-6.20	Goss, John D.	2,100.00
2-6.20	Goss, John D.	6,335.00
2-158.14		
2-158.59	National Advertising Company	5,710.00
9-282.51	Ellison, Roy L.	100.00
31-8.56		
31-8.57	Southern Pacific Transportation Company	720.00
9 Transactions		\$ 150,310.00

- (3) Sale of 0.11 acre excess property on the Pendleton-Emigrant Hill Section of the Old Oregon Trail Highway in Umatilla County for a minimum consideration of \$300.00, File 20250-A-3.

- (4) Supplemental agreement with City of Portland for an extension of time from December 31, 1975, to December 31, 1976, to complete the project known as Cathedral Park in the City of Portland, Multnomah County. Project is composed of 10 parcels. One remains to be acquired and it is in the process of condemnation. (Parks Branch)

- (5) Letter-form agreement with City of St. Helens for installation of railroad crossing protection at St. Helens Street with the Burlington Northern Astoria Branch Company tracks, Crossing No. 5A-027.60. This project is eligible for 90% Federal Aid Funding under Section 203, Title II, Highway Safety Act of 1973. Total estimated cost for the work is \$45,000. City will provide the 10% (\$4,500) matching funds with no expense to State. (County-City Unit)

- (6) Letter-form agreement with City of St. Helens for installation of railroad-crossing protection at Columbia Boulevard, Crossing No. 5A-027.50, with the Burlington Northern Astoria Branch Company tracks. This project is eligible for 90% Federal Aid Funding under Section 203, Title II, Highway Safety Act of 1973. Total estimated cost for the work is \$45,000. City will provide the 10% (\$4,500) matching funds with no expense to State. (County-City Unit)

APPROVED

STATE HIGHWAY ENGINEER

12-12-75

12/12/75

State Hwy. Engr

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 12-15-75

EXHIBIT A

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the following items and report this action for the official records:

- 1) On December 2, 1975, by telephone approved consideration for \$29,895 for 181 M bd. ft. of timber on right of way from the Bureau of Land Management on the Slater Creek-Mystic Creek Section of the Coos Bay-Roseburg Highway in Douglas County. (File 48631)
- 2) On December 2, 1975, approved an agreement with Warren Whiting to prepare the format and copy writing for public service graphics displays to be placed in the rest area information plazas. Maximum to be expended on the agreement is \$2,500 with payment to be made on a \$15 per hour basis and all work will be supervised by Travel Information Section of the Highway Division. Necessity for this is the rapid expansion of the informational plazas and lack of personnel time in the Highway Division to prepare the graphics. Graphics prepared under this agreement will meet all the State's current obligations with respect to public service graphics to be placed on the information plazas. The consultant was selected by securing bid proposals from 8 different consultants and 3 of those were selected for personal interviews and Mr. Whiting was selected by the committee after the personal interviews. The committee consisted of Scott Coulter, Warren Gaskill, Vic Fryer, Frank Howard and Jack Sollis.
- 3) On December 5, 1975, rejected the bid of Marmolejo-Hewson, Inc., in the amount of \$47,488.93 on the basis of an incomplete bid and awarded the contract to the second low bidder, Freedom Bridge, Salem, in the amount of \$62,604.50 for work in Champoege State Park in Marion County. Bids received November 20, 1975. (Contract No. 8323)
- 4) On December 9, 1975, approved an agreement between the Mass Transit Division and Arthur's Reporting Service for professional recording and transcription of four public hearings covering the Rural Highway Public Transportation Demonstration Project grant application process. \$10 per hour and \$2 per transcript page plus traveling expenses. Maximum amount of contract is not to exceed \$1,500.

Glenn L. Jackson

Glenn L. Jackson, Chairman
Oregon Transportation Commission
Dated this 15 day of Dec, 1975

B

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
VICE CHAIRMAN OF OREGON TRANSPORTATION COMMISSION

NO REPORT

NOT APPLICABLE - NO VICE CHAIRMAN AT THIS TIME

EXHIBIT C

TO: Oregon Transportation Commission

SUBJECT: Report of Confirmation of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the following speed zone orders and report this action for your official records:

- 1) On September 17, 1975, established a 50 MPH speed zone from M.P. 3.02 (Denney Road) to M.P. 3.21 (1,000 feet south of Denney Road) on the Beaverton-Tigard Highway in Washington County. Rescinds Speed Zone Resolution No. 536 dated May 29, 1968. (See Speed Zone Order No. 709)
- 2) On November 24, 1975, established a 45 MPH speed zone from M.P. 14.40 (Mapleton-Junction City Highway) to 450 feet east of South Bank Road (M.P. 14.73) on the Florence-Eugene Highway in the vicinity of Mapleton in Lane County. (See Speed Zone Order No. 710)
- 3) On December 4, 1975, established a 45 MPH speed zone from M.P. 29.00 (south city limits of Cave Junction) to M.P. 31.32 (Burch Drive) in Josephine County on the Redwood Highway. (See Speed Zone Order No. 711)
- 4) On December 9, 1975, established a 35 MPH speed zone in the community of Mist on the Mist-Clatskanie Highway in Columbia County from M.P. 11.42 (0.47 mile north of the Nehalem Highway) to M.P. 11.89 (the Nehalem Highway) except between M.P. 11.48 and M.P. 11.61 shall be a 20 MPH school crossing zone. Rescinds Speed Zone Resolution No. 401 dated July 18, 1963. (See Speed Zone Order No. 712)



F. B. Klaboe, Administrator and
State Highway Engineer

EXHIBIT C

Oregon Transportation Commission

Reports of Actions Taken Under Delegated Authority

On behalf of the Commission and under its authority
delegated to me to approve and execute indentures of access,
I approved and signed the following:

File 17609 - Hanson
Jones Ranch - Mitchell Section
Ochoco Highway, Wheeler County
Approved November 3, 1975


(Signature)

Administrator & State Highway Engineer

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ADMINISTRATOR AND HIGHWAY ENGINEER

EXHIBIT C

On behalf of the Commission and under its authority delegated to me to award contracts when conditions have been fulfilled, I awarded the following contracts:

- 1) Powder River Bridge Section of FAS 01-106 in Baker County. Bids received November 20, 1975. Contract No. 8316 awarded December 8, 1975, to Ross Bros. Construction, Inc., Salem, at \$115,202.50.
- 2) Crater Lake Highway at Biddle Road in Medford in Jackson County. Bids received November 20, 1975. Contract No. 8317 awarded December 1, 1975, to Hansen Electric Co., Inc., Coos Bay, at \$49,087.80.
- 3) Benson State Park in Multnomah County. Bids received November 20, 1975. Contract No. 8319 awarded December 1, 1975, to Marmolejo-Hewson, Inc., Portland, at \$41,637.
- 4) Hawthorne Bridge Section of FAUS Rt. 0970 in Multnomah County. Bids received November 20, 1975. Contract No. 8320 awarded December 8, 1975, to W. R. Grasle Co., Portland, at \$283,333.
- 5) N. E. Union Avenue-N. Borthwick Avenue Section of FAU 0944 in Multnomah County. Bids received November 20, 1975. Contract No. 8321 awarded December 8, 1975, to Columbia West Materials and Constructors, Inc., Longview, Washington, at \$516,220.25.
- 6) S.W. Katherine Lane-S.W. 75th Avenue (bus turnout) Section of Sunset Highway in Washington County. Bids received November 20, 1975. Contract No. 8322 awarded December 8, 1975, to C. G. Gredvig, Portland, at \$34,951.
- 7) Springfield Traffic Signal Project in Lane County. Bids received November 20, 1975. Contract No. 8318 awarded December 16, 1975, to Hamilton Electric, Inc., Eugene, at \$89,251.50.


F. B. Klaboe
Administrator and State Highway Engineer

12-16-75

EXHIBIT C

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ADMINISTRATOR AND STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

<u>Contractor and Contract No.</u>	<u>Section and Highway</u>	<u>Acceptance Date</u>
R. J. Taggart Construc- tion Co., Inc. No. 8269	Chiloquin, The Dalles- California Highway, Klamath County	November 26, 1975
Aichele Landscaping No. 8103	S.E. Causey Ave.-Mt. Scott Creek, E. Portland Freeway Clackamas County	November 26, 1975
Salem Road and Drive- way Company No. 8176	Oak Crest Farm, Salem-Dayton Highway, Polk County	November 26, 1975
J. B. Steel, Inc. No. 8097	Grants Pass Maintenance Building, Josephine County	November 28, 1975
Rowell & Wickersham No. 8137	N. Yamhill R.-12th Street (McMinnville), Pacific West Highway, Yamhill County	December 2, 1975
Lundeen Coatings Corp. No. 8124	Thomas Creek Bridge, Oregon Coast Highway, Curry County	December 2, 1975
Douglas S. Coats Construction No. 8178	N. Fork, Walla Walla River Bridge, FAS-30-115 (N. Fork Rd.), Umatilla County	December 4, 1975
Christianson Electric, Inc. No. 8089	Pacific Highway E. at Glou- cester St. (Gladstone) Pacific East Highway, Clack- amas County	December 4, 1975
Slate-Hamilton No. 8113	Rock Creek, Sunset Highway Clatsop County	December 5, 1975
North Santiam Paving Company No. 8247	Aumsville (N. Fifth St.) Marion County	December 5, 1975
Hansen Electric Co. No. 8079	Redwood Hwy. at Redwood Ave. (Grants Pass), Redwood High- way, Josephine County	December 5, 1975

EXHIBIT C

Sims Electric of Medford, Inc. No. 8115	S.E. 7th St. at S.E. "L" St. and N.E. 9th St. at N.E. "F" St. (Grants Pass), Redwood Highway, Josephine County	December 5, 1975
Ross Bros. Construction, Inc. No. 8161	Succor Creek & Cow Creek Bridges, I.O.N. Highway Malheur County	December 5, 1975
Clackamas Sand & Gravel, Inc. No. 8166	Oregon City-New Era, Pacific East Highway, Clackamas County	December 10, 1975
Shur-Way Contractors, Inc. No. 8244	Daisy St.-S.P.R.R. (Springfield), Springfield-Creswell (42nd St.), Lane County	December 11, 1975
J. C. Compton Co. No. 8030	N. Ontario Interchange-Idaho State Line, Old Oregon Trail Malheur County	December 12, 1975
M.C. Lininger & Sons, Inc. No. 8035	Port of Entry (Ashland) Pacific Highway, Jackson County	December 16, 1975
Workman Contractors, Inc. No. 8094	Tygh Creek (Tygh Valley) Bridge, FAS 311, Wasco County	December 16, 1975
Ross Bros. Construction, Inc. No. 8262	Simpson Creek, Corvallis-Newport Highway, Lincoln County	December 16, 1975

December 16, 1975


Administrator and State Highway Engineer

D

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
DIRECTOR OF PERMITS

NO REPORT

EXHIBIT E

December 2, 1975

Oregon Transportation Commission

Report of Actions Taken Under Delegate Authority
Disposal of Personal Property

By your duly adopted delegation order, you authorized me in my official capacity to dispose of personal property on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I report this action for your official records.

Disposal of Personal Property:

Miscellaneous Sales	2	\$ 40.00
Land Sales	7	14,560.00
Timber Sales	2	7,565.94
Rent Revenues - November, 1975		<u>81,053.86</u>
Total		\$103,219.80


(Signature)

Right of Way Engineer

F

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
STATE PARKS SUPERINTENDENT

NO REPORT

EXHIBIT G

REPORT OF CONDEMNATION CASES TRIED

Defendant	State's Highest written offer made more than 30 days prior to trial	State's Highest Testimony at trial	Defend- ants' lowest demand	Verdict
William B. Hawkins	\$3,500	\$1,600	\$15,000	\$8,400

Attorney Fees: Not yet
known

L-7150

R-48178

Section: LaGrande-Union

Highway: LaGrande-Baker

County: Union

Approved by: Walter L. Barrie

Date: December 8, 1975

REPORT OF TRIAL OF OTHER CASES - State Plaintiff

Defendant	Cause of Action	Demands of Plaintiff	Verdict or Judgment
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Perpetuation of
Testimony of
Harold Blagg
(State v. Compton)

L-7003

* The purpose of this case was to perpetuate the testimony of Mr. Blagg, who had terminal cancer, in connection with Mr. Compton's various appeals and/or collateral litigation. Can be closed in that it was a one action proceeding.

EXHIBIT G

REPORT OF CONDEMNATION CASES SETTLED

Defendant	State's Offer	State's Highest Appraisal	Amount of Settlement
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Frances Troy	\$150	\$150	\$500
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L-7151
R-33381

Section: Pleasant Valley-Oxman
Highway: Old Oregon Trail
County: Baker
Approved by: Walter L. Barrie

Date: December 4, 1975

Frances M. Troy	\$150	\$150	\$500
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L-7152
R-33862

Section: Pleasant Valley-Oxman
Highway: Old Oregon Trail
County: Baker
Approved by: Walter L. Barrie

Date: December 4, 1975

Tom W. Cox

\$12,100

*Dismissed

L-7210
R-42086

Section: Drain-Anlauf
Highway: Umpqua
County: Douglas
Approved by: Jack Sollis
*Settled by Right of Way Division.

Date: December 3, 1975

EXHIBIT G

REPORT OF CASES FILED BY AND AGAINST DEPARTMENT OF TRANSPORTATION

L-7266 Daniel J. Desler, Harvey Bishop and Evelyn Ayers v. Lane County Board of Commissioners and Don M. Penfold, Lane County Clerk: Petition for Writ of Review. The Lane County Board of County Commissioners granted a conditional use permit to the Highway Division to excavate aggregate material and operate rock crushing and washing equipment and also to operate an asphalt plant west of Highway 99 north some three miles south of Junction City. This was to be used in conjunction with a Highway Division contract. The Petition for Writ of Review is trying to get the conditional use permit set aside on the grounds that it is a violation of the comprehensive plan of Lane County.

The matter has been referred to the Attorney General's office to work with the Lane County Counsel in defending this action.

L-7267 Matt Patterson v. Patricia Alice Campbell, defendant and third party plaintiff v. State of Oregon, by and through the State Highway Division of the Department of Transportation, Jack Walker and Richard N. Alsbury, third party defendants: This lawsuit arises out of an accident that occurred on November 19, 1973. The alleged negligence of the Highway Division is in failing to keep a reasonable lookout for ice on Highway 30 where it crosses the John Day Bridge, in failing to sand the highway bridge, in failing to stop and examine the bridge for ice, and in failing to place warning signs or flares to the entrance to the bridge giving motorists notice of the danger on the bridge. There is also an allegation that one of the Highway Division employees failed to place supervisors and the State Police on notice of an alleged extreme danger on the John Day Bridge because of icy conditions. The amount of the lawsuit is \$101,501.53.

The matter has been referred to the State's insurance carrier for the defense of the State and its employees.

L-7273 Matt Patterson v. Jack Walker and Richard N. Alsbury: This is a companion case to L-7267, reported immediately above, and also the companion case to L-7274, reported immediately below. The same defendants are involved in all three cases with the exception that in L-7267 the State of Oregon is also named. All three cases arose out of the same accident which is fully reported under L-7267.

This case has been referred to the State's insurance carrier for the defense of the State employees.

L-7274 Patricia Alice Campbell v. Jack Walker and Richard N. Alsbury: This is a companion case to L-7273 and L-7267 which has been fully reported under L-7267 above.

This case has been referred to the State's insurance carrier for the defense of the State employees.

EXHIBIT G

L-7275 Ingrid Link v. Raymond Massie, et al and State of Oregon, by and through the Department of Transportation: This is a companion case to L-7219. The lawsuit arises out of an accident that occurred on March 30, 1973, in a construction project underway on Ocean Blvd. in the City of Coos Bay. The alleged negligence is the failure to properly sign the construction area and to properly repair known hazardous defects in the road.

The matter has been referred to the State's insurance carrier for the defense of the State employees and the State.

L-7276 James Casper v. Walter Hall and the Highway Division of the Department of Transportation of the State of Oregon: This lawsuit arises out of an accident that occurred on September 20, 1974, involving a State Highway employee while driving his private pickup on the way home from work. The State is in no way involved in this lawsuit as the employee was not working within the scope of his employment at the time of the accident. The employee has retained private counsel. (Deschutes County - Highway 97)

The matter has been referred to the State's insurance carrier for further handling.

VOL 3

PART 2

VOLUME 3

PART 2

COMPLETE

MINUTES OF OREGON TRANSPORTATION COMMISSION

COVERING PERIOD

FROM

JANUARY 1, 1976

TO

JUNE 30, 1976

INDEX

TRANSPORTATION COMMISSION

MINUTES

JULY 1, 1975, THROUGH JUNE 30, 1976

The first items are listed in alphabetical order without geographic location according to Division. These are subjects which cannot be identified with a specific location, such as a County. Following, this group are items listed by County, Highway, City or Park.

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Railroad crossing signals County FAS	7-30-75	1110
Cancel County FAS Job 72nd Avenue	7-30-75	1110
Cornell Road-Croeni Road Section	10-28-75	1260
Pacific Highway West - 3rd St. Project	3-30-76	1456
Cancel Tualatin River Bridge job	6-29-76	1569
S. W. McEwan Road Southern Pacific		
Railroad crossing	7-30-75	1109
Railroad crossing at 209th SW	1-22-76	1392
Railroad crossing at SW 170th	1-22-76	1392
Railroad crossing at SW Bonita Road	1-22-76	1392
Railroad crossing at Cornell Road	1-22-76	1392
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crossing in Tobias	4-23-76	1507
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Pass Road	6-29-76	1599
Cook - Southern Pacific Transportation		
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State vs. Tolke	5-25-76	1556
Off System Road Project	10-28-75	1259
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G. Bouse vs. Western Management Assoc.		
& State	6-29-76	1602
J. Bouse vs. Western Management Assoc.		
& State	6-29-76	1602
L. Bouse vs. Western Management Assoc.		
& State	6-29-76	1602
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Traffic signals SW 198th	8-27-75	1165
Abandonment resolution	10-28-75	1262
Bus turnout areas Six Year Program	10-28-75	1258
<u>FOREST GROVE</u>		
Forest Grove Section	8-27-75	1182
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<u>SUNSET HIGHWAY</u>		
Transit corridor study	7-30-75	1109
Prohibit parking	2-24-76	1425
Speed zone order	4-23-76	1504
Bus turnout areas Six Year Program	10-28-75	1258

(CONTINUED)

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<u>NEHALEM HIGHWAY</u>		
FOREST GROVE		
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<u>BEAVERTON-TUALATIN HIGHWAY</u>		
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<u>SCHOLLS HIGHWAY</u>		
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Public sale of right of way	9-24-75	1226
Speed zone established	12-18-75	1368

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HIGHWAY DIVISION

YAMHILL COUNTY

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January 22, 1976
Salem, Oregon

The Oregon Transportation Commission held their regular meeting at 10 a.m. in Room 122 of the State Highway Building in Salem, Oregon. Notice of the meeting was made by press release to the newspapers of the general and local circulation throughout the State. Present were:

Glenn L. Jackson, Chairman
Robert L. Mitchell, Secretary
Michael P. Hollern, Member
B. Gordon Coleman, Member
George M. Baldwin, Director of Transportation
Robert A. Burco, Deputy Director
Jack Sollis, Assistant Counsel
F. B. Klaboe, Administrator and State Highway Engineer
E. S. Hunter, Deputy State Highway Engineer
J. B. Boyd, Right of Way Engineer
Warren Gaskill, Deputy State Parks Superintendent
Paul Burket, Administrator of Aeronautics
Dennis Moore, Administrator of Mass Transit
Chester Ott, Administrator of Motor Vehicles
C. W. Head, Manager, Commission Services

There were others present including representatives from the news media.

The Commission approved the minutes of the special meeting of December 9 and the regular meeting of December 18, 1975.

HIGHWAY DIVISION

A list of properties needed for highways and other uses was presented by Mr. Boyd. He requested the Commission to declare by resolution the necessity of said properties for the public use to which they are to be put and to authorize him to attempt to agree with the owners of said properties as to price. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful and thereupon adopted "Condemnation Resolution No. 2642," which resolution by this reference is made a part hereof and filed in the Commission's files.

Mr. Boyd reported that under the sign removal program there are nine signs yet to buy and fourteen remaining to complete legal proceedings against. He indicated the waived signs are being removed quite rapidly. The date for completion of the program is March 1, 1976.

Mr. Boyd gave a report on the organizational setup and procedures required in the installation and operation of the tourist information centers and also on the installation of logos as a substitute for the sign program. He stated there is one site now under construction at D River in Lincoln County and several more locations

are planned at Brookings, Ontario, Boardman, Astoria, Bend and Klamath Falls.

Mr. Sollis stated that the Department has applied for an experimental program with the Federal Highway Administration for directional signing on the primary system. If this request is approved, the Department can start the program at three locations: on the coast, in the Willamette Valley, and in Central Oregon. He pointed out that this would be a two-year study to determine what type of directional signing is proper to be used on the primaries and establish a criteria that could be used to direct the public to travel-oriented businesses that are not visible from the primary highway. The purpose of this program is to determine which type of signing is appropriate, the size, what information should be contained on them and what criteria should be developed to determine what businesses need them.

Mr. Sollis asked if there were any questions in connection with the informational reports previously submitted to the Commission on cases tried, cases settled, and institution of legal proceedings filed against the Department of Transportation since the last Commission meeting. There were no questions. (See Exhibit G on file in the Commission's files, Salem.)

Mr. Sollis presented a Quarterly Report of Property Damage Claims for the period of October 1, 1975, through December 31, 1975. During this period \$107,711.14 was collected.

Upon the recommendation of Mr. Sollis, the Commission gave their approval granting consent to the designation of the Swan Island Truck Route by the City of Portland. The Commission also authorized the Administrator and State Highway Engineer to sign the consent in their behalf. (ORS 483.542 requires that the Department of Transportation give such consent.)

Following Mr. Sollis' favorable recommendation, the Commission adopted as a permanent rule the Attorney General's Model Rules of Procedure dated October 22, 1975, under the Administrative Procedure Act. (Copy of Model Rules and Procedures on file in Commission's files, Salem. Permanent rule was filed with the Secretary of State on January 23, 1976, and published in the Secretary of State's Administrative Rule Bulletin on February 15, 1976.)

Mr. Gaskill presented for the Commission's consideration Notifications of Intent by property owners to make various types of improvements along the Rogue River Scenic Waterway. He indicated that these requests had been carefully investigated as to their compliance with the Scenic Waterways Act. The Commission acted on the following Notifications of Intent for reasons as stated in Mr. Talbot's letters to the Commission insofar as their authority under the Scenic Waterway Act is concerned:

(Continued on page 1382)

- (1) Denied a request from Leonard Gerkin to place a mobile home on Township 36 South, Range 7 West, Section 1, Tax Lots 1500 and 1600 on the right bank of the river just downstream from Finley Bend in Josephine County.
- (2) Denied a request from Dean Jackson to place a mobile home on Tax Lot 1200, Township 35 South, Range 11 West, Section 7 on the left bank of the river just upstream from the confluence of the Illinois and Rogue Rivers in Curry County. Mr. Gaskill reported that Mr. Jackson contacted him by phone this morning and he indicated that his mobile home would now have a wood siding. Mr. Gaskill said that the telephone call does not change his recommendation. However, the staff will continue to negotiate with Mr. Jackson concerning this matter.
- (3) Approved a request from Albert Flowers to construct a residence in river mile 84, Lot 302, Township 35 South, Range 7 West, Section 35 on the left bank just upstream from Robinson Bridge in Josephine County.

The Commission considered approving an agreement with Colburn, Sheldon and Partners for architectural services for the restoration of the Wolf Creek Tavern in Josephine County. Mr. Gaskill said the work is to be divided into five phases: investigative, schematic (preliminary design), design development, contract document and bidding, and construction inspection. The project costs will be determined by a fee schedule not to exceed \$68,000. The Commission approved the agreement as recommended by Mr. Gaskill.

Attention was given to an agreement with Jack Jarvis & Company, Inc., to develop a feasibility analysis of the market, economic, development and financial merits of the Wolf Creek Tavern. Mr. Gaskill mentioned the project costs will be determined by a fee schedule not to exceed \$8,500. Following his favorable recommendation, the Commission approved the agreement.

Mr. Klaboe reported on actions taken under delegated authority received for filing with the Commission records. These reports show the actions taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders: (Exhibits on file in the Commission's files, Salem.)

Chairman of Oregon Transportation Commission	Exhibit A
Vice Chairman of Oregon Transportation Commission	Exhibit B
Administrator and Highway Engineer	Exhibit C
Director of Permits	Exhibit D
Right of Way Engineer	Exhibit E
State Parks Superintendent	Exhibit F
Chief Counsel	Exhibit G

Mr. Klaboe reported that under ORS 366.525 the counties are entitled to receive 20 percent of all funds received from motor vehicles taxes and fees. For the month of December 1975 the amount credited to the counties was \$2,013,166.40, which amount is to be released on January 23, 1976, as apportioned. (List of apportionment to the counties on file in the Commission's files, Salem.)

Mr. Klaboe stated that an allocation of 12 percent of the Highway Fund to the cities for the month of December 1975 in the amount of \$1,207,900.14 will be released on January 30, 1976. (A list of apportionment to the cities on file in the Commission's files, Salem.)

Following Mr. Klaboe's recommendation, the Commission approved the payment of \$5,050.39 for membership dues in the American Association of State Highway and Transportation Officials for the calendar year 1976.

Upon the recommendation of Mr. Klaboe, the Commission approved requests for increases in project authorizations on the following contracts:

- (1) L. K. Comstock & Co., Inc., Contract No. 8114, Oakland-Shady Highway in Douglas County, for \$7,697.71 (6.7 percent). The reason for the increase is due to the additional flagging.
- (2) Casey Jones Well Drilling Company, Contract No. 8315, Gettings Creek Safety Rest Area in Lane County, for \$6,210.38 (36.8 percent). The extra drilling depth, plus the installation of perforated well liner, are the main reasons for the overrun.

Attention was given to a request from the City of North Bend for an Urban System Project to develop a one-way couplet (Florida Avenue-Vermont Avenue-Sheridan Avenue) on the Oregon Coast Highway through the North Bend business district in Coos County. Mr. Klaboe said Federal Urban System funds for this project are estimated at \$195,000, with the State providing approximately \$27,500 in match funds and an equal amount being contributed by the City. The project has been investigated and is eligible for funding under the Federal Aid Highway Program. Following his favorable recommendation, the Commission approved the project and authorized the Administrator and State Highway Engineer to sign the agreement when prepared.

Consideration was given to approving a Federal Aid Secondary County Project in Umatilla County replacing the bridge over the North Fork Cold Springs on the Holdman-Helix County Road. Mr. Klaboe stated the estimated cost for this structure is \$72,000 and the State's cost is \$7,920. The Commission approved the project as recommended by Mr. Klaboe and authorized the Administrator and State Highway Engineer to sign an agreement when prepared.

January 22, 1976

The Commission considered adopting a revised policy for the distribution of Federal Aid Secondary funds to the Oregon counties. Mr. Klaboe said the apportionments in the past have been allocated annually by the Commission based on a formula established mutually by the Association of Oregon Counties and the State. Over the past several years, some of the counties have allowed their FAS fund to accumulate in substantial amounts. The Association of Oregon Counties, at its annual conference on November 21, 1975, adopted a policy statement regarding funding and project selection. (Policy statement on file in the Commission's files, Salem.) He indicated the distribution formula allocating each county its proportionate share of FAS-C funds has not changed; however, adoption of a priority system has revised the method of funding individual projects. The AOC is confident that its newly adopted procedures will be an incentive to the counties to encumber not only current FAS funds, but also unreserved accumulated funds. The Commission approved the revised policy as recommended by Mr. Klaboe.

Mr. Klaboe recommended that parking be prohibited on the east side of the Oregon Coast Highway in the vicinity of the Pre-historic Gardens area access road from M.P. 313.16 to M.P. 313.52 in Curry County. This restriction will provide for safer traffic conditions in the area. The Commission accepted his recommendation.

The Commission considered the abandonment of approximately one-quarter mile to the abutting property owner in the North Unit, Richmond Junction-Girds Creek Road Section of the Service Creek-Mitchell Highway in Wheeler County. Mr. Klaboe said this segment of the old alignment is bypassed by new construction and is no longer needed for highway purposes. The Commission approved the abandonment as recommended by Mr. Klaboe and thereupon adopted "Abandonment Resolution No. 556," which resolution by this reference is made a part hereof and filed in the Commission's files, Salem.

The Commission considered an agreement with Benton County covering installation of traffic signals at the intersection of Lewisburg Road and Pacific Highway West. Mr. Klaboe stated the estimated cost of the project is \$51,000 and will be funded by State Bond money. After installation all power costs will be paid by Benton County. The Commission approved the agreement as recommended by Mr. Klaboe and authorized him to sign it in their behalf.

Attention was given to Supplemental Agreement No. 6 with Howard, Needles, Tammen and Bergendoff for additional work for the Final Environmental Impact Statement of the East Portland Freeway (I-205) in Multnomah County. Mr. Klaboe said that due to the length of time that has passed since preparation of the original EIS Draft and the recent changes in transportation and land use planning, major updating of data will be required. The consultant's fee for this work is \$114,080. This supplemental agreement extends the completion date to December 31, 1976. Following Mr. Klaboe's favorable recommendation, the Commission approved the agreement and authorized him to sign it in their behalf.

Consideration was given to a request from the City of Stanfield for a consent to annexation of the right of way with the Umatilla-Stanfield Highway in Umatilla County. Mr. Klaboe said the request has been investigated and is in proper order and no enclave will be formed by the annexation. The Commission approved the annexation and authorized the Administrator and Highway Engineer to sign the consent in their behalf.

The Commission considered an amendment to "Through Highways and Stop Sign Resolution No. 4" dated April 27, 1943, and rescinding the resolution dated July 7, 1943, concerning the intersection of the Woodburn-Estacada Highway and the Cascade Highway South near Molalla in Clackamas County. Mr. Klaboe recommended that these resolutions be amended as follows:

All traffic moving north and south on the Cascade Highway South No. 160 shall come to a stop before entering the intersection of said highway with the Woodburn-Estacada Highway No. 161.

He also recommended that the exception to the "Through Highways and Stop Sign Resolution No. 11" dated August 26, 1947, be reaffirmed which states that traffic on the Woodburn-Estacada Highway No. 161 (M.P. 11.31) shall stop at its intersection with the Cascade Highway No. 160. The Commission accepted his recommendations.

Mr. Klaboe reported that the City of Silverton requested the installation of stop signs at the intersection of Oak and First and Main and Water Streets in Marion County. He indicated that sight distance at these two intersections is quite restricted and stop signs would be beneficial. He recommended that the "Through Highways and Stop Signs Resolution No. 13" dated September 21, 1949, be amended as follows:

All traffic southbound on the Hillsboro-Silverton Highway shall stop at its intersection with Main Street. All traffic northbound on the Hillsboro-Silverton Highway shall stop at its intersection with Oak Street.

The Commission accepted his recommendation.

Commissioner Hollern inquired if a resolution could be prepared similar to speed zones delegating action pertaining to stop signs. Mr. Klaboe indicated that a delegation order could be prepared if the Commission desires. Jack Sollis stated that he has prepared a list of approximately 75 delegation orders and that he would like the opportunity to present these to the Commission at an informational session and then the Commission could act later at a regular meeting. He said there are numerous items that could be delegated to the Director and the Administrator and State Highway Engineer, and they could subdelegate to the various section heads. The Commission instructed Mr. Sollis to proceed with his recommendation.

The Commission considered approving the annexation of State property to the Eastside Water Project District for the formation of a water district which will serve the Highway Division's facilities in The Dalles in Wasco County. Mr. Klaboe said the City is presently engaged in the formation of the Eastside Water District to replace the antiquated Big Eddy Water System which serves the State office-maintenance complex. The new system may be utilized to serve the State's facilities only by requesting annexation of the property to the district. The City has advised they will approve such a request. The system presently serving the State's complex has a questionable supply. The current water district undertaking is to proceed only if Federal funding under the Economic Development Administration is forthcoming. The Commission gave their approval to the annexation as recommended by Mr. Klaboe and authorized him to sign the consent in their behalf. The Commission approved Mr. Klaboe's request to enter into an agreement with the City at such time as the investigations are completed.

Mr. Klaboe referred to a booklet entitled "Statewide Functional Classification of Roads and Streets in Oregon" dated January 1976 which was previously mailed to the Commission (copies on file in the Commission's files, Salem). He said the 1973 Federal-aid Highway Act requires the functional classification and also calls for the realignment of the various Federal Aid systems consistent with the appropriate classification of the facilities. Through the years the role of the various highways in the total transportation system has changed because of the differences in growth, construction of additional and sometimes relieving facilities, impacts of heavy traffic generators, and changes in land use. As a result, many of the facilities on the Federal Aid Secondary system are now fulfilling the role of facilities in the primary system while some of those on the primary system are performing secondary system functions. He stated this is the first overhaul of the various Federal Aid systems since 1916. Mr. Klaboe pointed out the basic purpose for determining the role that each road plays is to determine its proper Federal Aid system and also the appropriate extent of Federal, State and local interests. As of June 30, 1976, the various Federal Aid systems must conform to the appropriate classification to receive Federal-aid funding. He said system changes will have to be made to meet the new requirements. Mr. Klaboe stated that under the program 1,872 miles of state highway on the secondary system would become part of the primary system.

Mr. Klaboe recommended the Commission's approval on the following:

- (1) To concur in this functional classification so it can be submitted to the Federal Highway Administration.
- (2) Authority to proceed with the designation of the Federal Aid Primary System and its extension for facilities now on the State system. (Approximately 5,100 miles would initially be placed on the new primary system.)

(continued on page 1387)

- (3) Authority to cooperatively designate the Federal Aid Secondary System which will be composed of both County and State facilities. (Approximately 8,000 miles are eligible for the new secondary system.)
- (4) Authority to proceed in the designation of the Federal Aid Urban System by local officials and concurrence by the State. (Approximately 1,900 miles are eligible for the new urban system.)

He also stated that there are certain facilities under other jurisdictions that are eligible for the State designated Federal Aid Primary System. The facilities are rural arterials of significance to the statewide transportation network. He said the State proposes to study these routes, evaluate the implications for budgets and maintenance and determine if there is a practical and equitable way to transfer jurisdictions to the State. He requested concurrence from the Commission to discuss and develop this information in cooperation with local jurisdictions.

The Commission approved Mr. Klaboe's recommendations covering the functional classification of highways.

AERONAUTICS DIVISION

The Commission approved the schedule of rates and fees at State-owned airports which was presented at the December 18, 1975, Commission meeting. Mr. Burket said copies of the fee schedule were distributed to State-owned airport lessees and operators. He stated two airports (John Day and Sisters) had been added to this list of State-owned airports which were not on the report submitted to the Commission in December. (Schedule of rates and fees is on file in the Commission files, Salem.)

MASS TRANSIT DIVISION

Mr. Moore previously submitted to the Commission a third progress report on the intercity public transportation project. He handed to the Commission the following potential intercity transportation project elements:

<u>ELEMENT</u>	<u>DESCRIPTION</u>	<u>COST</u>
Marketing	Promotional efforts would be directed towards employers and the public to encourage use of existing intercity equipment, facilities and services. The minimum goal over 16 months would be to increase use by one percent.	\$ 80,000

(continued on page 1388)

January 22, 1976

ELIOT
Public Transportation

Salem-Linn
City-Tillamook
Bus Service

Portland-
Eugene Bus
Service

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<u>ELEMENT</u>	<u>DESCRIPTION</u>	<u>COST</u>
Public Transportation Map	The purpose of this map would be to facilitate the knowledge and use of public transportation by residents and visitors. It would show inter-city bus, air and rail routes, transit systems, taxis, rent-a-car services and telephone numbers to call for more information. Developing and printing of 30,000 recommended.	\$ 10,000
Salem-Lincoln City-Tillamook Bus Service	One daily round-trip would be provided between communities that presently do not have connecting bus service, but do have a high volume of auto trips. The minimum goal would be to attract 18 daily riders to this service, and to interconnect riders with other coastal and valley services.	78,000
Portland-Eugene Bus Service	Three daily round-trips would be provided between Portland, Beaverton, Woodburn, Salem, Albany and Eugene. These additional schedules would provide almost hourly bus service in the Willamette Valley, enhancing the option of traveling by bus. Extra wide and comfortable seating would be tested on these new runs. The minimum goal would be to attract 102 new daily riders to the Valley service.	244,000

He said the above elements appear to have the most likelihood of success if any of the \$620,000 reserved in the Emergency Fund is used to conduct an intercity transportation project. He also mentioned the possibility of a "do nothing" alternative. After considerable discussion, the Commission authorized staff to discuss certain elements of an intercity transportation project with the Governor with the potential of submitting the elements to the February Emergency Board meeting for their consideration.

The Commission considered entering into a supplemental agreement for a small area experimental public transportation project with the City of Ontario in Malheur County. Mr. Moore pointed out that staff has been working with the City on a small one-bus system primarily for senior citizens. The State had a contract with the City the last biennium and the City did not spend all of their funds as part of the project because their bus was 15 months late. Following Mr. Moore's recommendation, the Commission approved the agreement to participate in a 15-month experimental project at a cost of \$3,961.

MOTOR VEHICLES DIVISION

Mr. Ott reported on Senate Bill 898 (the motor vehicle inspection law) which was passed by the 1975 Legislature. He said this bill placed the responsibility on the Division to prevent the loss of highway funds due to not carrying out a motor vehicle safety inspection standard. At the time of the January Emergency Board meeting, both Houses of Congress had recently passed bills affecting the safety standards and the powers of the Secretary of Transportation to impose financial sanctions. The Division, therefore, asked the Subcommittee of the Emergency Board to return the request pending the results of a Congressional Conference Committee and probable passage of a compromise bill.

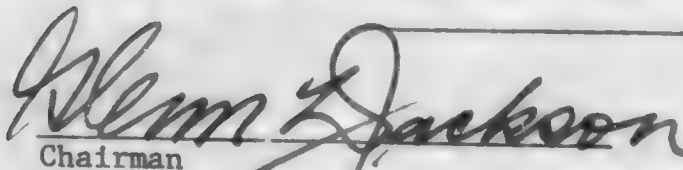
Mr. Ott reported on the motor vehicle emission inspections in the Portland Metropolitan service area which the Division is required to enforce for the Department of Environmental Quality. He said by law the Division must require a certificate of compliance with the emission standards for the car located in that district before the issuance of a renewal of registration.

Mr. Ott stated that the motor vehicle fuels tax revenue for 1975 is up approximately 3½% above 1974. The driver's license revenue has increased approximately 7½% over last year. Registration revenue for 1974 plus 1975 is more than 20% above 1972 plus 1973. (The 2-year registration period dictates this form of comparison.)

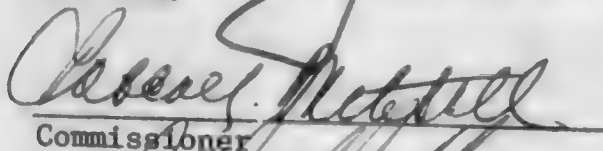
DEPARTMENT OF TRANSPORTATION
Director's Report

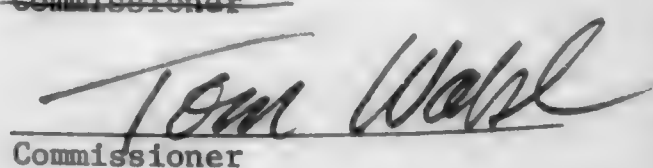
The Commission set Tuesday, February 24, as the date for their next regular meeting.

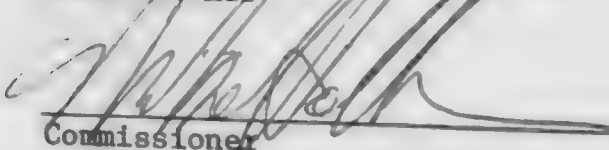
The Chairman adjourned the meeting at 11:37 a.m.

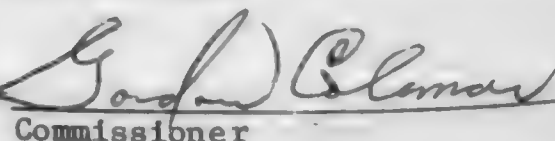

Chairman

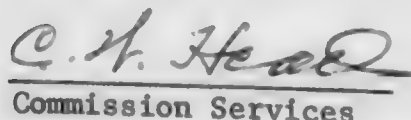

Commissioner


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Commission Services

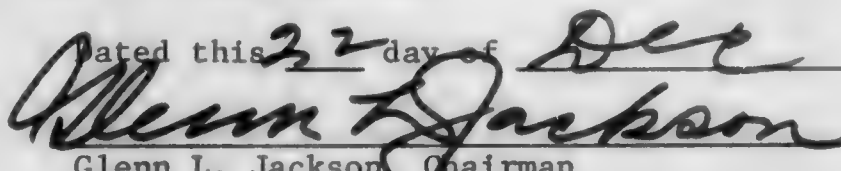
January 22, 1976

EXHIBIT A

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed on the attachment hereto and report this action for your official records.

Dated this 22 day of Dec, 1925

Glenn L. Jackson, Chairman
Oregon Transportation Commission

Attachment List:

- 1) Options accepted (9) totaling \$40,172
- 2) Sale of 2.75 acres authorized (File 70)
- 3) Sale of 6.47 acres authorized (Files Q188, Q205)
- 4) Sale of 4.69 acres authorized (Files Q189, Q190, 41927)
- 5) Sale of 9.14 acres authorized (File 4394)
- 6) Sale of 3.0 acres authorized (File 8549)
- 7) Grant to Deschutes County approved (File 24176)
- 8) Agreement with Kenneth Klar approved
- 9) Agreement with Washington County approved (SW 209th Ave.)
- 10) Agreement with Washington County approved (SW 170th Ave.)
- 11) Agreement with Washington County approved (SW Bonita Rd.)
- 12) Agreement with Washington County approved (Cornell Rd.)

EXHIBIT A

(1) OPTIONS TO PURCHASE REAL PROPERTY

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
48426	Cutsforth, Jack L	\$ 34,500.00
48635	Georgia Pacific Corporation	3,700.00
48668	Hahn, Walter E. & Eunice M.	1,350.00
48724	Friesen, Clarence & Gertrude	50.00
48735	State Land Board	100.00
48811	Moore, Bobby	50.00
48814	Nelson, Keith F. & Jeraldine W.	105.00
1-181.48	Farmers Home Administration	100.00
7 SR's	National Advertising Company	217.00
	9 Transactions	\$ 40,172.00

- (2) Sale of 2.75 acres excess property on the Millican-Brothers Section of the Central Oregon Highway in Deschutes County for a minimum consideration of \$100, subject to mineral and geothermal rights. File 70.
- (3) Sale of 6.47 acres excess property on the Lakeview-New Pine Creek Section of the Fremont Highway in Lake County for a minimum consideration of \$350.00, subject to mineral and geothermal rights. Files Q188, Q205.
- (4) Sale of 4.69 acres excess property on the Crane Creek-Cogswell Creek Section of the Fremont Highway in Lake County for a minimum consideration of \$300, subject to mineral and geothermal rights. Files Q189, Q190, 41927.
- (5) Sale of 9.14 acres excess property on the Beatty-Bly Section of the Klamath Falls-Lakeview Highway in Klamath County for a minimum consideration of \$475.00, subject to mineral and geothermal rights. File 4394.
- (6) Sale of 3.0 acres excess property on the Millican-Brothers Section of the Central Oregon Highway in Deschutes County for a minimum consideration of \$100.00, subject to mineral and geothermal rights. File 8549.
- (7) Grant to Deschutes County an additional 35 foot right of access at Station 166+00 on the Southerly side of the McKenzie Highway in Deschutes County, restricted to residential, production and transportation of agricultural products and stock raising purposes. File 24176.

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 12-22-75

EXHIBIT A

- 8) Easement agreement with Kenneth Klar prohibiting cutting or removal of any existing vegetation screening his site from view from the river, allowing construction of a residence within the Rogue River Scenic Waterway in an area already exceeding the allowable density. (Commission's original approval was October 28, 1975) (Parks Branch) (Josephine County)
- 9) Letter-form agreement with Washington County for installation of railroad crossing protection at S.W. 209th Avenue (Reedville) crossing of the Southern Pacific Transportation Company tracks. The project is eligible for 90% Federal Aid funding under Section 230 of Title II, Highway Safety Act of 1973. Total estimated cost for the work is \$45,000. Matching monies will be 7½% State grade crossing protection fund (\$3,375) and 2½% County funds (\$1,125) with no expense to the Highway Division. (County-City Unit)
- 10) Letter-form agreement with Washington County for installation of railroad crossing protection at S.W. 170th Avenue (Huber) with the Southern Pacific Transportation Company tracks. The project is eligible for 90% Federal Aid funding under Section 203 of Title II, Highway Safety Act of 1973. Total estimated cost for the work is \$45,000. Matching monies will be 7½% State Grade Crossing Protection Fund (\$3,375) and 2½% County funds (\$1,125) with no expense to the Highway Division. (County-City Unit)
- 11) Letter-form agreement with Washington County for installation of railroad crossing protection at the S.W. Bonita Road (Tigard) Crossing of the Burlington-Northern Railway and Southern Pacific Transportation Company tracks. The project is eligible for 90% Federal Aid funding under Section 230 of Title II, Highway Safety Act of 1973. Total estimated cost of the work is \$95,000. Matching monies will be 7½% State Grade Crossing Protection Fund (\$7,125) and 2½% County funds (\$2,375) with no expense to the Highway Division. (County-City Unit)
- 12) Letter-form agreement with Washington County for installation of railroad crossing protection at Cornell Road (Merle) with the Burlington Northern Railway tracks. The project is eligible for 90% Federal Aid funding under Section 203 of Title II, Highway Safety Act of 1973. Total estimated cost for the work is \$50,000. Matching monies will be 7½% State Grade Crossing Protection Fund (\$3,750) and 2½% County Funds (\$1,250) with no expense to the Highway Division. (County-City Unit)

Approved 12/19/75
[Signature]
Asst. State Hwy. Engr

APPROVED

[Signature]
STATE HIGHWAY ENGINEER
DATE: 12-19-75
- 1392 -

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 12-22-75

EXHIBIT A

TO: Oregon Transportation Commission

SUBJECT: Report of Confirmation of Telephone Action Taken
Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved all actions listed below by telephone on the dates shown and report this action for your official records:

- 1) Deed dated December 17, 1975, for Park from Robert L. & Lois B. Raymond for the Squaw Creek State Wayside of the Oregon Coast Highway in Lane County, for a consideration of \$29,200.00. File 48569. Approved December 19, 1975, for D. G. Talbot.
- 2) Gift for 14.6 acres, more or less for Park from Gordon W. Tripp for the Willamette River Park Corridor in Lane County. File 48838. Approved December 19, 1975, for D. G. Talbot.

Dated this 30 day of Dec, 1975

Glenn L. Jackson
Glenn L. Jackson, Chairman
Oregon Transportation Commission

EXHIBIT A

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed below and report this action for your official records:

Dated this 30 day of Dec, 1975

Glenn L. Jackson
Glenn L. Jackson, Chairman
OREGON TRANSPORTATION COMMISSION

- 1) Agreements for snow removal services for the 1975-77 biennium at the following locations:
 - a) Snowbunny Lodge - Clackamas County (Agreement with Snowbunny Lodge)
 - b) Spout Springs - Umatilla County (Agreement with Spout & Cold Springs Resort, Inc.)
 - c) Mt. Bachelor - Deschutes County (Agreement with Mt. Bachelor, Inc.)
 - d) Ski Bowl - Clackamas County (Agreement with Multorpor, Inc.)
- 2) Letter-form agreement with City of Medford for installation of railroad crossing protection at the McAndrews Road-Oak Street crossing of the Southern Pacific Transportation Company tracks. The project is eligible for 90% Federal Aid funding under Section 203 of Title II, Highway Safety Act of 1973. Total estimated cost of the work is \$46,840. Matching funds will be 7½% State Grade Crossing Protection Fund (\$3,513) and 2½% City Funds (\$1,171) with no expense to the Highway Division. (This agreement will supersede agreement dated 8-5-74)
- 3) Letter-form agreement with City of Albany for installation of railroad protection at the Geary Street crossing of the Southern Pacific Transportation Company Mainline and Burlington-Northern Railway spur tracks. The project is eligible for 90% Federal Aid funding under Section 203 of Title II, Highway Safety Act of 1973. Estimated cost \$50,000. Contrary to the agreement, matching monies will be 7½% State Grade Crossing Protection Fund (\$3,750) and 2½% City Funds (\$1,250) with no expense to Highway Division.

EXHIBIT A

- 4) Letter-form agreement with City of Albany for installation of railroad protection at the Santiam Road crossing of the Southern Pacific Transportation Company mainline and Burlington-Northern Railway spur tracks. The project is eligible for 90% Federal Aid funding under Section 230 of Title II, Highway Safety Act of 1973. Estimated cost \$50,000. Contrary to the agreement, matching monies will be 7½% State Grade Crossing Protection Fund (\$3,750) and 2½% City Funds (\$1,250) with no expense to the Highway Division.
- 5) Letter-form agreement with City of Albany for installation of railroad protection at the Davidson Street crossing of the Southern Pacific Transportation Company and Burlington-Northern Railway Mainline tracks. The project is eligible for 90% Federal Aid Funding under Section 230 of Title II, Highway Safety Act of 1973. Estimated cost \$60,000. Contrary to the agreement, matching monies will be 7½% State Grade Crossing Protection Fund (\$4,500) and 2½% City funds (\$1,500) with no expense to the Highway Division.
- 6) Letter-form agreement with City of Albany for installation of railroad protection at the Main Street crossing of the Southern Pacific Transportation Company Mainline and Burlington-Northern Railway spur tracks. The project is eligible for 90% Federal Aid funding under Section 230 of Title II, Highway Safety Act of 1973. Estimated cost \$50,000. Contrary to the agreement, matching monies will be 7½% State Grade Crossing Protection Fund (\$3,750) and 2½% City funds (\$1,250) with no expense to the Highway Division.
- 7) Letter-form agreement with City of Albany for installation of railroad crossing protection at Madison Street and the Southern Pacific Transportation Company Mainline and Toledo Branch tracks. The project is eligible for 90% Federal Aid Funding under Section 230 of Title II, Highway Safety Act of 1973. Estimated cost \$80,000. Contrary to the agreement, matching monies will be 7½% State Grade Crossing Protection Fund (\$6,000) and 2½% City funds (\$2,000) with no expense to the Highway Division.

APPROVED

[Signature]
STATE HIGHWAY ENGINEER

DATE: 12-29-75

APPROVED BY CHAIRMAN
GLENN L. JACKSON

DATE 12-30-75

EXHIBIT A

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) OPTIONS TO PURCHASE REAL PROPERTY

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
40518	Dimmick, Vivian	\$ 5,110.00
41981	Wulff, Wilhelm & Helen	16,775.00
47890	Malick, Francis L. & Stella	3,000.00
48070	Keller, Alton H. & Doris I.	700.00
48436	Winther, Ruby	14,375.00
48703	Clough, Alfred B. & Carol Anne	3,000.00
48725	Watson, Melvin L. & Barbara J.	100.00
1-182.50	City of Sutherlin	100.00
1-279.09	Medford Neon Signs, Inc.	6,300.00
1W-17.94	National Advertising Company	200.00
10 Transactions		<u>\$ 49,660.00</u>

- (2) Sale of 0.43 acre excess property on the Richmond Jct.-Girds Creek Road Section of the Service Creek-Mitchell Highway in Wheeler County for a minimum consideration of \$10.00. File 43561.
- (3) Sale of 0.7 acre excess property on the Hermiston-Hinkle Section of the Hermiston Highway in Umatilla County for a minimum consideration of \$700.00. File 31458.
- (4) Release to Bohemia Inc., of State's interest in a haulroad across property to be granted by Bohemia to the Corps of Engineers in the Fountain Slide area of the Columbia River Highway in Hood River County. File Q29 43517.

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Approved: 1/2/76
[Signature]
 Asst. State Sec. Reg.

Dated this 6 day of Jan, 1976
[Signature]
 Glenn L. Jackson, Chairman
 Oregon Transportation Commission

EXHIBIT A

TO: Oregon Transportation Commission

SUBJECT: Report of Confirmation of Telephone Action Taken
Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the action listed below by telephone on the date shown and report this action for your official records:

Demolition contract with H. H. Holton
Trucking for the low bid of \$6,459
for clearing of the East Portland Freeway in Multnomah County. Approved
November 6, 1975.

Dated this 6 day of Jan, 1976

Glenn L. Jackson
Glenn L. Jackson, Chairman
Oregon Transportation Commission

EXHIBIT A

REPORT OF CONFIRMATION OF TELEPHONE ACTION UNDER DELEGATED AUTHORITY

No. 1 Project Pacific Hwy. West at Lewisburg Rd. Section
(Contract No. 8324)
Type of Work Grading, Paving & Signals F.A. Proj. No. ---
County Benton Highway Pacific Hwy, West
No. of Bidders 6 Low Bidder L. K. Comstock & Co., Albany
Low Bid \$ 44,888.00
Engineer's Recommendation: Award to low bidder.

No. 2 Project Milo McIver State Park
Type of Work Toilet Building F.A. Proj. No. ---
County Clackamas Highway ---
No. of Bidders --- Low Bidder ---
Low Bid \$ ---
Engineer's Recommendations: Project Withdrawn

No. 3 Project Elk River-Port Orford Section
(Contract No. 8325)
Type of Work Grading, Paving & Structure F.A. Proj. No. JOP-95(3)
County Curry Highway Oregon Coast Highway
No. of Bidders 9 Low Bidder Ross Bros. Construct. Inc., Salem
Low Bid \$ 1,998,693.50
Engineer's Recommendations: Award to low bidder as soon as approval is received from FHWA.

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 1-6-76

EXHIBIT A

No. 4 Project Main St.-S. "A" St. (Springfield) Sect.
 (Contract No. 8326)
 Type of Work Grading & Paving F.A. Proj. No. ---
 County Lane Highway Springfield (S. 3rd St.)
 No. of Bidders 4 Low Bidder Shur-way Contractors, Inc., Eugene
 Low Bid \$ 24,689.79
 Engineer's Recommendation: Award to low bidder.

No. 5 Project Deer Park Dr. SE-Mehama Sect.
 (Contract No. ROS-000S(10) & 8327)
 Type of Work Guardrail, Sign. & Illum. F.A. Proj No UHS-220(17)
 County Marion Highway North Santiam
 No. of Bidders 9 Low Bidder Coral Corp., Gladstone
 Low Bid \$ 314,327.00
 Engineer's Recommendations: Award to low bidder as soon as approval is received from FHWA.

On January 6, 1976, I accepted the Administrator and State Highway Engineer's recommendations for award of the projects on which bids were received on December 18, 1975, and authorized him to sign the contracts when conditions for the awards have been met.

Dated this 12 day of Jan, 1976
Glenn L. Jackson
 Glenn L. Jackson, Chairman
 Oregon Transportation Commission

EXHIBIT A

TO: Oregon Transportation Commission

SUBJECT: Report of Confirmation of Telephone Action Taken
Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the following action listed below by telephone on the date shown and report this action for your official records:

- 1) Option for \$32,700.00 for Park from James Woodroffe and Geraldine Susman on the Willamette River Park Corridor Section in Marion County. File 48829.
Approved January 9, 1976.

Dated this 12 day of Jan, 1976

Glenn L. Jackson
Glenn L. Jackson, Chairman
Oregon Transportation Commission

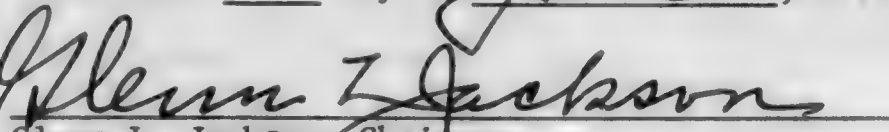
EXHIBIT A

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed on the attachment hereto and report this action for your official records.

Dated this 12 day of Jan, 1976


Glenn L. Jackson, Chairman
Oregon Transportation Commission

Attachment List:

- 1) Options accepted (5) totaling \$12,750
- 2) Sale of 3.75 acres property authorized (Files 42085, 42086)
- 3) Sale of 1.9 acres property authorized (File 2740)
- 4) Sale of 0.16 acre property authorized (File 42037)
- 5) Sale of 0.75 acre property authorized (Files 37979, 37980)
- 6) Agreement with Northwest District Association, Northwest Industrial Neighborhood Association and Portland Development Commission approved
- 7) Easement to Bureau of Land Management approved
- 8) Agreement with Mt. Hood Meadows approved, agreement with Freemont Highlanders approved
- 9) Agreement with Charles and Neva Crump approved
- 10) Agreement with Multnomah County approved
- 11) Agreement with City of Philomath approved

EXHIBIT A

(1)

OPTIONS TO PURCHASE REAL PROPERTY

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
18073	Lieuallen Ranches, Inc.	\$ 125.00
47088	Williams, Ray W.	400.00
48657	Starnes, Walter S., et al	2,400.00
48745	Mayo, Anna M.	9,600.00
1W-106.88	Tracer, George and Marion	225.00
5 Transactions		12,750.00

- (2) Sale of 3.75 acres excess property on the Drain-Anlauf Section of the Umpqua Highway in Douglas County for a minimum consideration of \$23,500, subject to a drainage easement and mineral and geothermal rights. Files 42085, 42086. (Real Property Resolution No. 718)
- (3) Sale of 1.9 acres excess property on the Enterprise-Joseph Section of the Wallowa Lake Highway in Wallowa County for a minimum consideration of \$855. File 2740.
- (4) Sale of 0.16 acre excess property in the Fern Hill-Burnside Section of the Columbia River Highway in Clatsop County for a minimum consideration of \$1,000, subject to mineral and geothermal rights, the purchaser's sewage system will not protrude into the right of way and the State is not obligated for land slide conditions. We have Federal approval. File 42037. (Bargain and Sale Deed to John and Sandra Ford)
- (5) Sale of 0.75 acre excess property on the Morrow County Line-Bucks Corner Section of the Old Oregon Trail Highway in Umatilla County for a minimum consideration of \$2,125, subject to a 15' easement. Files 37979, 37980. (Real Property Resolution No. 719)
- (6) Inter-agency agreement for the Thurman/Vaughn Corridor Feasibility Study of I-505 through Northwest Portland with the Northwest District Association, the Northwest Industrial Neighborhood Association, and the Portland Development Commission. The State's share of the \$25,000 cost is \$10,000.
- (7) Grant of Road Easement to the Bureau of Land Management for a roadway over 1.5 acres of land on the Coyote Creek-Graves Creek Section of the Pacific Highway in Josephine County for a consideration of \$1,715. File 10126.

APPROVED BY CHAIRMAN
GLENN L. JACKSON

DATE 1-12-76

EXHIBIT A

- (8) Agreements covering snow removal at the following ski areas:
- a) Mt. Hood Meadows - Hood River County
(Agreement with Mt. Hood Meadows, Ore. Ltd.,
and Mt. Hood Meadows Development Corporation)
 - b) Warner Canyon Ski Area - Lake County
(Agreement with Freemont Highlanders Ski Club)
- (9) Agreement with Charles and Neva Crump terminating an agreement dated April 16, 1952, and entering into a new agreement covering the relocation and maintenance of the Drake Creek-Adel Section of the Warner Highway in Lake County. (Legal Branch)
- (10) Agreement with Multnomah County covering the portion of the Terwilliger Bikeway that is within County jurisdiction. The bikeway will be constructed by the State and upon completion the County will perform all maintenance operations. The project is estimated to cost \$76,100 and will be financed with State funds set aside for bicycle-pedestrian trails. (County-City Unit)
- (11) Letter-form agreement with the City of Philomath for widening of 19th Street in Benton County. This project is eligible for 90% Federal Aid funding under Section 230, Title II, Highway Safety Act of 1973. Total estimated cost of the work is \$65,000. City will provide the 10% (\$6,500) matching funds with no expense to State. (County-City Unit)

Approved 1/9/76
[Signature]
Asst. State Hwy. Engr

APPROVED
[Signature]
STATE HIGHWAY ENGINEER
DATE: 1-9-76

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 1-12-76

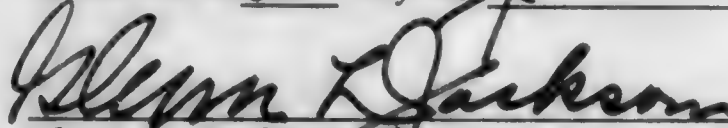
EXHIBIT A

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed on the attachment hereto and report this action for your official records.

Dated this 20 day of Jan, 1976



Glenn L. Jackson, Chairman
Oregon Transportation Commission

Attachment List:

- 1) Options accepted (6) totaling \$20,810
- 2) Sale of 1.78 acres property authorized (File 23913)
- 3) Signalization agreement with Southern Pacific
Transportation Company approved
- 4) Agreement with Tomahawk Ski Bowl, Inc., approved;
agreement with Anthony Lakes Corporation approved

EXHIBIT A

(1) OPTIONS TO PURCHASE REAL PROPERTY

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
48257	Weber, James S. & Florence Staggs	\$ 150.00
48258	Phillips Ranch, Inc.	14,790.00
48663	National Advertising Company	145.00
1-182.50 &		
1-181.48	National Advertising Company	4,735.00
2-158.14 &		
2-158.59	LeTrace, Louis	900.00
9-15.10	Sauer, John C. & Owen, Marie	90.00
	6 Transactions	<u>\$ 20,810.00</u>

(2) Sale of 1.78 acres excess property on the West Unit, Black Bridge-Richland Section of the Baker-Copperfield Highway in Baker County for a minimum consideration of \$250, together with an easement across the stockpile site. File 23913.

(3) Signalization Agreement with Southern Pacific Transportation Company for grade crossing devices at Jackson St. in Medford.

(4) Agreements covering snow removal at the following ski areas:

- 1) Tomahawk Ski Bowl - Klamath County
 (Agreement with Tomahawk Ski Bowl, Inc.)
- 2) Anthony Lakes Ski Area - Baker County
 (Agreement with Anthony Lakes Corporation)

Approved 1/16/76
[Signature]
Asst. State Hwy. Engr.

APPROVED
[Signature]
STATE HIGHWAY ENGINEER
DATE: 1-16-76

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 1-20-76

EXHIBIT B

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
VICE CHAIRMAN OF OREGON TRANSPORTATION COMMISSION

NO REPORT

NOT APPLICABLE - NO VICE CHAIRMAN AT THIS TIME

EXHIBIT C

Oregon Transportation Commission

Reports of Actions Taken Under Delegated Authority

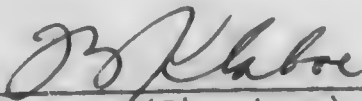
On behalf of the Commission and under its authority delegated to me to approve and execute indentures of access, I approved and signed the following:

File 36621, 36622 - Welker
Mill Cr.-Belknap Springs Section
McKenzie Highway, Lane County
Approved December 31, 1975.

File 27524 - International Paper Company
Richardson-Suislaw River Section
Florence-Eugene Highway, Lane County
Approved December 31, 1975.

File 35791 - Muller
Toledo-Wren Section
Corvallis-Newport Highway
Approved December 31, 1975.

File 39866 - McDowell
Toledo-Wren Section
Corvallis-Newport Highway
Approved December 31, 1975.



(Signature)

Administrator & State Highway Engineer

(Title)

EXHIBIT C

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ADMINISTRATOR AND HIGHWAY ENGINEER

On behalf of the Commission and under its authority delegated to me to award contracts when conditions have been fulfilled, I awarded the following contracts:

- 1) Deer Park Dr. SE-Mehama Section of the North Santiam Highway in Marion County. Bids received December 18, 1975. Contract No. 8327 awarded January 6, 1976, to Coral Corporation, Gladstone, at \$314,327.
- 2) Elk River-Port Orford Section of the Oregon Coast Highway in Curry County. Bids received December 18, 1975. Contract No. 8325 awarded January 6, 1976, to Ross Bros. Construction, Inc., Salem, at \$1,998,693.50.



F. B. Klaboe
Administrator and State Highway Engineer

EXHIBIT C

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ADMINISTRATOR AND STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

<u>Contractor and Contract No.</u>	<u>Section and Highway</u>	<u>Acceptance Date</u>
Johnson Rock Products, Inc. No. 8138	Scottsburg Golden Creek, Umpqua Highway, Douglas County	December 15, 1975
Landscape Artists No. 8038	Walker Road Interchange, Beaverton-Tigard Highway Washington County	December 15, 1975
Hansen Electric Co. No. 8031	State St. and Broadway NE (Salem), N. Santiam and FAS 159, Marion County	December 24, 1975
Freedom Bridge No. 8160	Elk Creek Bridge, McKenzie Highway, Lane County	December 24, 1975
R. J. Taggart Construc- tion Co., Inc. No. 8213	Santiam Junction Rock Pro- duction, Santiam, N. San- tiam, Clear Lake and McKenzie Highways, Linn, Lane and Marion Counties	December 24, 1975
J. C. Compton Company No. 8153	South Yamhill River-Amity, Pacific West Highway Yamhill County	December 24, 1975
M. C. Lininger & Sons, Inc. No. 7948	Wightman St.-Walker Avenue (Ashland), Rogue Valley Highway, Jackson County	December 26, 1975
Asphalt Paving Company No. 8125	Tunnel St.-Biehn St. (Klamath Falls), (Oregon Avenue) Klamath County	December 26, 1975
E. H. Itschner Company No. 8225	Meacham Rock Production Old Oregon Trail, Umatilla County	January 2, 1976
InCom Construction Co. No. 8240	Interstate Avenue Grade Separation, Pacific West Highway, Multnomah County	January 2, 1976
F. G. Scott Const. Co. No. 8143	Fivemile Creek Road, County Road 183, Wasco County	December 26, 1975

EXHIBIT C

Ross Bros. Construc- tion, Inc. No. 8083	Willamette River (Center Street) Bridge, Willamina- Salem Highway, Polk and Marion Counties	January 2, 1976
Corvallis Sand & Gravel & McNesby & Aubry, J.V. No. 8229	N.W. Elks Dr.-N.W. Conifer Blvd. (Corvallis) Pacific West Highway, Benton County	January 8, 1976
Cascade Construction Company, Inc. No. 8084	Wolf Creek, Sunset Highway, Tillamook, Washington and Columbia Counties	January 9, 1976
B & B Excavating, Inc. No. 8287	Scappoose (SE 2nd Street) Columbia County	January 14, 1976
Columbia West Materials & Constructors, Inc. No. 8285	Hubbard Interchange (South- bound O-Xing Structure), Pacific Highway, Clackamas County	January 16, 1976
F. H. McEwen Construc- tion Co. No. 8011	Lebanon Road Interchange- Halsey Interchange, Pacific Highway, Linn County	January 17, 1976
Hamilton Electric Company No. 8120	Main St.-Hawthorne St. (Forest Grove), Tualatin Valley Highway, Washington County	January 19, 1976

January 20, 1976


 Administrator and State Highway Engineer

EXHIBIT D

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
DIRECTOR OF PERMITS

NO REPORT

EXHIBIT E

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

By duly adopted delegation order you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I report the following for your official records:

On behalf of the Commission and under its authority delegated to me to make formal offers to purchase real property in preparation for condemnation, I approved making the following:

VAIL CREEK-SWEET HOME SECTION, SANTIAM HIGHWAY - LINN COUNTY

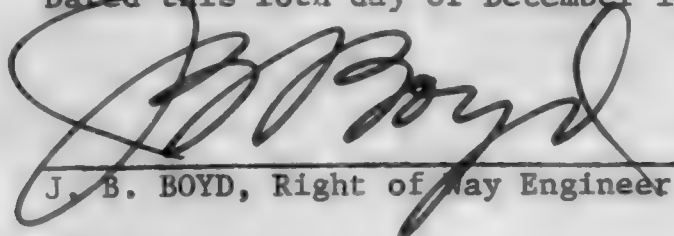
R-47995 - Dora Kellenberger. Parcel 1: 1.65 acres for Right of Way purposes; Parcel 2: 1.0 acre for Right of Way purposes; Parcel 3: 1,250 square feet for Permanent Easement for drainage facilities. Offer \$5,250.00.

R-48071 - Alwin H. Blankinship et al. 0.52 acre for Right of Way purposes. Offer \$1,475.00.

R-48105 - Orville O. Milburn et ux. 3.3 acres for Right of Way purposes. Offer \$5,925.00.

R-48122 - Shelia C. Kennon et al. 0.1 acre for Right of Way for construction. Offer \$2,100.00.

Dated this 18th day of December 1975


J. B. BOYD, Right of Way Engineer

Re: Report of Offers Tendered - 4

EXHIBIT E

January 19, 1976

Oregon Transportation Commission

Report of Actions Taken Under Delegate Authority
Disposal of Personal Property

By your duly adopted delegation order, you authorized me in my official capacity to dispose of personal property on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I report this action for your official records.

Disposal of Personal Property:

Miscellaneous Sales	8	\$ 8,425.00
Land Sales	5	30,130.00
Rent Revenues-December, 1975		<u>68,029.33</u>
	Total	\$106,584.33

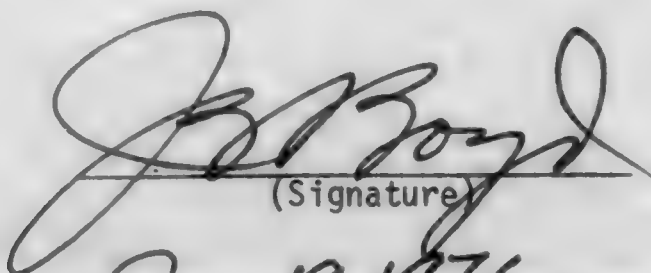
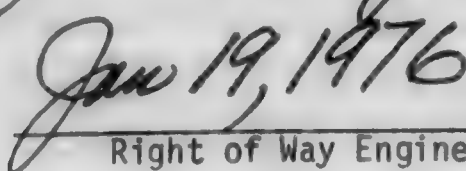

(Signature)

Right of Way Engineer

EXHIBIT F

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
STATE PARKS SUPERINTENDENT

NO REPORT

EXHIBIT G

REPORT OF CONDEMNATION CASES TRIED

Defendant	State's Highest Testimony or offer before filing Complaint	Defend- ants' lowest demand	Verdict	Attorney Fees
John Boothman			*	
L-6335				
R-41813				
Section: LaGrande-North Powder				
Highway: Old Oregon Trail				
County: Union				
Approved by: Walter L. Barrie				
			Date: January 12, 1976	

* Oregon Court of Appeals affirmed trial court. Request for review by Oregon Supreme Court denied.

REPORT OF TRIAL OF OTHER CASES - State Plaintiff

Defendant	Cause of Action	Demands of Plaintiff	Verdict or Judgment
Mardell Prince	Forcible Entry and Detainer	Possession of premises	Possession of premises
L-7192			
R-44111			
County: Multnomah			
 Theodore Gregg	 Property Damage	 \$179.38	 *Dismissed
L-7105			
County: Umatilla			

*Defendant died leaving no estate and no insurance.

EXHIBIT G

REPORT OF CONDEMNATION CASES SETTLED

Defendant	State's Offer	State's Highest Appraisal	Amount of Settlement
Marion D. Imperatrice	\$27,800	\$27,800	\$30,000

L-7128
R-48085
Section: South Medford-South Ashland
Highway: Pacific
County: Jackson
Approved by: Walter L. Barrie

Date: January 1, 1976

John Skillern	\$ 120	\$ 150	\$ 680
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L-7200
R-48341
Section: Middle Veneta Fork-Coyote Creek
Highway: Florence-Eugene
County: Lane
Approved by: Walter L. Barrie

Date: January 6, 1976

E. W. Pallin	\$ 5,800	\$ 6,600	*\$8,000
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L-6920
R-47302
Section: Pleasant Valley-Green Timber
Highway: Oregon Coast
County: Tillamook
Approved by: Jack L. Sollis

Date: December 22, 1975

*Amendment to report of May 29, 1973.

Stanley Lesch	\$ 800		*
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L-7217
R-47880
Section: Vail Creek-Sweet Home
Highway: Santiam
County: Linn

* Settled by option by Right of Way Department.

EXHIBIT G

REPORT OF CONDEMNATION CASES SETTLED

<u>Defendant</u>	<u>State's Offer</u>	<u>State's Highest Appraisal</u>	<u>Amount of Settlement</u>
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Walter Huntington

\$ 200

*

L-7175

R-48223

Section: Saunders Creek-Mapleton

Highway: Florence-Eugene

County: Lane

* Settled by option by Right of Way Department.

REPORT OF SETTLEMENT OR DISPOSITION OF CASES OTHER THAN CONDEMNATION

<u>Plaintiff</u>	<u>Defendant</u>	<u>Cause of Action</u>	<u>Demand of Plaintiff</u>
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Willamette Western Corp.

State of Oregon

Breach of
Contract

\$129,523

L-7151

County: Marion

Disposed of by: Settlement of \$45,000.

EXHIBIT G

REPORT OF CASES FILED BY AND AGAINST THE DEPARTMENT OF TRANSPORTATION

L-7277 Oregon State Highway Division, ex rel. Wade & Company v. St. Paul Fire and Marine Insurance Company: This is an action by Wade & Company to recover monies allegedly owed them by a Highway Division contract or S. D. Spencer & Son. Also named as a party defendant is the surety company for the contractor, St. Paul Fire and Marine Insurance Company. This lawsuit arises out of Contract No. 7788 and in no way involves the State as it is merely a lawsuit between a material supplier and the contractor's surety.

L-7278 Fred A. Larson, et ux. v. State: This lawsuit arises out of an accident that occurred on March 5, 1975, near Slick Rock Creek Bridge in Lincoln County. The alleged negligence of the State is failing to properly and adequately warn the plaintiff of the construction and improperly directing the plaintiff to stop his vehicle. The amount of the lawsuit is \$4,445. The matter has been referred to the State's insurance carrier for the defense of the State.

L-7293 Portland Inn, Inc.; United Parcel Service v. Oregon Transportation Commission of the State of Oregon: This action challenges the validity of the "rule" adopted by the Commission which designates the Swan Island truck route and seeks to stay the operation of the "rule". The case has been referred to the Appellate Division of the Attorney General's office and the Chief Counsel's office.

February 24, 1976
Salem, Oregon

The Oregon Transportation Commission held their regular meeting at 10 a.m. in Room 122 of the State Highway Building in Salem, Oregon. Notice of the meeting was made by press release to the newspapers of the general and local circulation throughout the State. Present were:

Glenn L. Jackson, Chairman
Robert L. Mitchell, Secretary
Michael P. Hollern, Member
Tom Walsh, Member
B. Gordon Coleman, Member
George M. Baldwin, Director of Transportation
Jack Sollis, Assistant Counsel
F. B. Klaboe, Administrator and State Highway Engineer
E. S. Hunter, Deputy State Highway Engineer
J. B. Boyd, Right of Way Engineer
Dave Talbot, State Parks Superintendent
Paul Burket, Administrator of Aeronautics
Dennis Moore, Administrator of Mass Transit
Chester Ott, Administrator of Motor Vehicles
C. W. Head, Manager, Commission Services

There were others present including representatives from the news media.

The Commission approved the minutes of the regular meeting of January 22, 1976.

HIGHWAY DIVISION

A list of properties needed for highways and other uses was presented by Mr. Boyd. He requested the Commission to declare by resolution the necessity of said properties for the public use to which they are to be put and to authorize him to attempt to agree with the owners of said properties as to price. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful and thereupon adopted "Condemnation Resolution No. 2643," which resolution by this reference is made a part hereof and filed in the Commission's files.

Attention was given to approving the vacation of a portion of Arizona Street in the City of Port Orford, Curry County. Mr. Boyd stated that this property is adjacent to the maintenance station just off the Oregon Coast Highway. Following his favorable recommendation, the Commission approved the consent to vacation and authorized Mr. Klaboe to sign it in their behalf.

Consideration was given to a resolution declaring various portions of State right of way of the Redwood Highway in Josephine County as a public road. Upon his recommendation, the Commission

adopted "Miscellaneous Resolution No. 259," which resolution by this reference is made a part hereof and filed in the Commission's files, Salem.

Mr. Boyd informed the Commission that a third meeting is scheduled for February 26, 1976, of the Advisory Committee for the study of the functional replacement of Rocky Butte Jail in Multnomah County (I-205). He said the Committee is well organized and the study should be completed by August this year. The final reports should be submitted by November 1, 1976.

Mr. Boyd reported that a second meeting of a Task Force on the disposal of the Mt. Hood Freeway properties will be in April, 1976. In reply to the Chairman's inquiry, Mr. Boyd said the State will lose some money on the properties but should recover a good share of it.

Mr. Sollis asked if there were any questions in connection with the informational reports previously submitted to the Commission on cases tried, cases settled, and institution of legal proceedings filed against the Department of Transportation since the last Commission meeting. There were no questions. (See Exhibit G on file in the Commission's files, Salem.)

Mr. Sollis mentioned that the Delegation Orders are now being prepared in final form and advance copies will be mailed to the Commission in the near future for their consideration at the March Commission meeting.

Mr. Talbot called on Gary Scott of the Parks Staff to present the State Parks System Plan (copy of Plan was previously mailed to the Commission. Copy on file in the Commission's files, Salem.) Mr. Scott explained the plan using a flip chart which covered park attendance, revenue source, criteria, program objectives and a six-year action plan. Mr. Talbot stated the State Park and Recreation Advisory Committee last November reviewed and unanimously endorsed an action plan for the parks system. The six-year plan (1975-1981) is the result of extensive planning efforts initiated by the Parks Branch approximately two years ago. At that time public meetings were conducted throughout the State to involve other agencies and citizens in the job of formulating park goals. He said the scope of the plan includes all activities which are planned, developed and administered by the Parks Branch, Recreation Trails, Scenic Waterways, Willamette River Greenway, Historic Preservation, State Parks, Waysides and Recreation Areas. The Department of Land Conservation Development has informed the Department that the plan is in accord with the newly adopted statewide land use goals. Mr. Talbot recommended that the plan proposals be generally approved, reviewed and updated every two years. The Commission accepted his recommendation.

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Attention was given to providing financial assistance to the City of Cannon Beach in the amount of \$4,376.99 and to the City of Seaside in the amount of \$6,122.56 for beach lifeguard services in Clatsop County. Mr. Talbot said the 1973 Legislature authorized the Commission to provide financial assistance to the coastal communities for these services. The Commission may pay 75% of the local approved cost in excess of \$5,000 annually for the preceding year. He recalled that the Commission at their September 1973 meeting approved setting aside \$10,000 in the Parks' biennial budget to provide financial assistance to the coastal communities. Mr. Talbot recommended that \$10,000 be set aside in the Parks' budget for the current request and he recommended approval of payment to the two cities for this program. The Commission accepted his recommendation.

Mr. Talbot reported that the Parks and Recreation Branch has reviewed the rules and regulations governing park and recreation areas and is recommending the following changes:

- (1) The responsibility of issuing visitor permits for special activities be changed from the Region Supervisor to the Park Manager.
- (2) Existing rules prohibit the use of metal detectors in State Parks. Many requests have been received to allow their use. Propose the use of metal detectors be allowed on a special permit basis. The permit would be issued by the Park Manager.
- (3) Propose an increase in overnight camping fees as follows:

<u>Present Fee</u>	<u>Proposed Fee</u>	<u>Type of Site</u>
\$4	\$5	Trailer Campsite
\$3	\$4	Improved Campsite
\$2	\$3	Tent Campsite
\$1	\$2	Primitive Campsite

The expenditures required to operate the campgrounds exceed the revenue generated. The State Parks and Recreation Advisory Committee feels this is the best way of reducing the present deficit.

- (4) The group picnic reservation policy has been revised to accommodate smaller groups. The new fee schedule provides lower rates for groups up to 100 people as follows:

(continued on page 1422)

	<u>Fee</u>	<u>Deposit</u>
Up to 100 people	\$ 10	\$10
100 to 200 people	25	25
201 to 500 people	50	25
501 to 1,000 people	100	50
Over 1,000 people	150	50

Mr. Talbot stated that a public hearing will be held on March 16, 1976, concerning the proposed revisions and regulations and after the hearing, a recommendation will be presented to the Commission for their consideration.

Mr. Talbot reported that Robert L. and Lois Raymond of Little River, California, recently donated one-half the value of 3.65 acres of land having 575 feet of ocean frontage as an addition to Squaw Creek State Wayside in Lane County. Mr. Talbot also reported a donation from Gordon Tripp of Jasper, Oregon, of several small islands amounting to 14.6 acres for inclusion into the Willamette River Greenway system. He stated the land is located in the Middle Fork of the Willamette River near Jasper in Lane County. Mr. Talbot indicated that both donors have been presented with "Expression of Appreciation" certificates signed by Chairman Jackson and the State Parks Superintendent.

Mr. Klaboe reported on actions taken under delegated authority received for filing with the Commission records. These reports show the actions taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders: (Exhibits on file in the Commission's files, Salem.)

Chairman of Oregon Transportation Commission	Exhibit A
Vice Chairman of Transportation Commission (no report)	Exhibit B
Administrator and Highway Engineer	Exhibit C
Director of Permits (no report)	Exhibit D
Right of Way Engineer	Exhibit E
State Parks Superintendent (no report)	Exhibit F
Chief Counsel	Exhibit G

Consideration was given to adopting as a permanent rule the requirement of mandatory prequalification by all persons desiring to bid on projects authorized by the Transportation Commission. Mr. Klaboe mentioned that a hearing was held on January 19, 1976, and that a revision was proposed to add two additional items to the temporary rule which the Commission adopted on December 18, 1975, as follows:

- (1) The prequalification may be waived by the Administrator and State Highway Engineer in case of an emergency; and
- (2) The prequalification requirements for the construction of public improvements under \$50,000 may be waived by the Administrator and State Highway Engineer.

(continued on page 1423)

February 24, 1976

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Upon his recommendation, the Commission adopted the revised rule as a permanent rule. (Copy of rule in the Commission's files, Salem. A certified copy of the permanent rule was filed with the Secretary of State and became effective on February 25, 1976. The rule was published in his Bulletin on March 15, 1976.)

Upon the recommendation of Mr. Klaboe, the Commission approved requests for increases in project authorizations on the following projects:

- (1) Corvallis Sand & Gravel Co. and McNesby & Aubry, Inc., Contract No. 8149, North Pacific Boulevard-Albany Avenue (Albany) Section, Albany-Junction City Highway in Linn County, for \$9,118.54 (7.7%). The main reason for the overrun is quantity increases in the asphalt concrete items.
- (2) Gordon H. Ball, Inc., Contract No. 7866, Woodburn Interchange-Hayesville Interchange Section, Pacific Highway, Marion County, for \$1,325,979 (5.6%). The increase was due to additional lime treatment of subgrade, safety shoulder addition, and delays due to labor disputes.

The Commission considered finance approval of four projects not listed in the Six-Year Construction Program. Mr. Klaboe mentioned that these projects are either final stages of previous work or specialized work not previously anticipated. Following his recommendation, the Commission approved finance approval of the following projects:

<u>SECTION</u>	<u>FUNDING</u>	<u>AMOUNT</u>	<u>REMARKS</u>
NE Union Ave.-NE 82nd Ave., Col. Riv. Ewy., Mult. Co. Glare Screening	FAU	\$ 220,000	Accident Prevention
Pacific Hwy. E. U'Xing-N. Col. Blvd., Pacific Hwy., Mult. Co. Signing	FAI	80,000	Completion Previous Work
Garden Valley Blvd. Int., Pacific Hwy., Douglas Co. Grade, Pave	FAI	270,500	Safety Intchge. Revision
S. 6th St. RR O'Xing (K. Falls), K. Falls-Lakeview Hwy., Klamath Co.	FAU	1,900,000	Deck Repair

Mr. Klaboe stated that under ORS 366.525 the counties are entitled to receive 20 percent of all funds received from motor vehicle taxes and fees. For the month of January 1976 the amount credited to the counties was \$2,535,623.04 which amount was released on February 20, 1976, as apportioned. (List of apportionment to the counties on file in the Commission's files, Salem.)

Mr. Klaboe reported that an allocation of 12 percent of the Highway Fund to the cities for the month of January 1976 in the amount of \$1,521,373.83 will be released on February 27, 1976. (A list of apportionment to the cities on file in the Commission's files, Salem.)

Consideration was given to adopting permanent rules and regulations for public use of safety rest areas, scenic overlooks, and similar roadside areas owned by the Department which are not under the jurisdiction of the State Parks Branch. Mr. Klaboe pointed out that a hearing was held on February 5, 1976, and there were no objections. The Commission adopted the permanent rule as recommended by Mr. Klaboe. (Copy of rule on file in the Commission's files, Salem. A certified copy of the rule was filed with the Secretary of State on March 5, 1976, and was published in his Bulletin on March 15, 1976.)

The Commission considered requests from the Cities of Medford and Portland for Federal-aid Urban System Projects. Mr. Klaboe mentioned that these projects have been investigated and are eligible for funding under the Federal-aid Urban System Program. The Commission approved the following projects as recommended by Mr. Klaboe and authorized him to sign the agreements when prepared.

<u>Jurisdiction</u>	<u>Section</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State's Share</u>
Medford	Barnett Rd. at Black Oak Dr., FAU 2430. Traffic signal	\$ 45,000	\$ 35,100	\$ 4,950
Portland	SW Terwilliger Blvd. at SW Sam Jackson Park Rd. FAU 0285. Traffic signal	29,000	22,620	3,190
Portland	SW Vermont St. at SW 30th Ave., FAU 0036 Traffic signal	<u>65,000</u>	<u>50,700</u>	<u>7,150</u>
	TOTAL	\$139,000	\$108,420	\$15,290

Attention was given to requests from Klamath, Morrow, Union, Washington, and Umatilla Counties for Federal-aid Secondary projects. Following Mr. Klaboe's recommendation, the Commission approved the requests and authorized the Administrator to sign the agreements when prepared.

(continued on page 1425)

County & FAS No.	Section and Description	Programmed Amount	State's Share (rounded)
Klamath 959	Hwy. 97-Washburn Way Sec., South Side By-Pass, P.E.	\$ 350,000	\$ 39,000
Morrow 25-101	Alpine-Nelson Rd.-Hwy. 207 Sec.	410,000	45,000
Umatilla 30-137	Brownell Ditch (Old River Rd.) Br.	36,000	4,000
Umatilla 30-137	Hermiston Ditch (Old River Rd.) Br.	72,000	8,000
Union 31-124	Catherine Cr. (Godley Ln.) Br.	94,000	10,000
Washington 960	McKay Cr. (W. Union Rd.) Br.	200,000	22,000
	TOTAL	\$1,162,000	\$128,000

Attention was given to a request from Wallowa County for cancellation of an Off System Project on the Enterprise-Land Fill Section of Ant Flat Road in Wallowa County. Mr. Klaboe said that due to critical timing for completion, the County constructed this section on their own and are now requesting the cancellation of the project. The Commission approved the cancellation as recommended by Mr. Klaboe.

Attention was given to an agreement with the City of Oregon City concerning the installation of traffic signals at the intersection of Pacific Highway East (McLoughlin Boulevard) and 10th Street in Clackamas County. Mr. Klaboe stated the cost of the project is \$50,000. Federal-aid Title II funds will cover \$45,000 and the remaining \$5,000 from State funds. The State will perform all work on the project. After installation, the State will maintain the signals and the City will pay all power costs. The Commission approved the agreement as recommended by Mr. Klaboe.

Consideration was given to an agreement with the City of Coos Bay for the installation of illumination on the Central Avenue-Cape Arago Highway Section of the Ocean Boulevard (Empire-Coos Bay Highway) in Coos County. Mr. Klaboe said the estimated cost of the project is \$90,000, which will be funded by Title II funds; \$81,000 Federal funds and \$9,000 State funds. The State will prepare all plans, specifications and perform the work. The maintenance and power costs will be borne on a basis of 75 percent City and 25 percent State. Following Mr. Klaboe's recommendation, the Commission approved the agreement.

The Commission considered prohibiting parking on the south side of the Sunset Highway in Washington County. Mr. Klaboe stated that a project is currently underway to widen portions of the

shoulder to provide bus turnouts. In order to facilitate the use of turnouts by buses, it is necessary to prohibit parking in these areas. The Commission approved the following parking prohibition as recommended by Mr. Klaboe:

On the south side of the Sunset Highway in Washington County from M.P. 69.84 to M.P. 69.94 and from M.P. 70.19 to M.P. 70.48.

Attention was given to a request from Crook County School District to prohibit parking on the southwest side of the Madras-Prineville Highway and the Ochoco Highway in Crook County. Following Mr. Klaboe's recommendation, the Commission approved the following parking prohibition:

On the Ochoco Highway No. 41:

Along the north shoulder of the eastbound leg from its junction with the westbound leg (M.P. 18.07) to the Locust Street intersection (M.P. 18.26).

Along the north shoulder of the westbound leg from its intersection with the eastbound leg of the Madras-Prineville Highway No. 360 (M.P. 18.14W) to its junction with the westbound leg of the Madras-Prineville Highway No. 360 (M.P. 18.20W).

Along the south shoulder of the westbound leg from its junction with the eastbound leg (M.P. 18.07) to the Locust Street intersection (M.P. 18.26).

On the Madras-Prineville Highway No. 360:

Along the north shoulder of the eastbound leg from its junction with the westbound leg (M.P. 26.07) to its junction with the eastbound leg of the Ochoco Highway No. 41 (M.P. 26.28).

Along the south shoulder of the eastbound leg from its intersection with the westbound leg of the Ochoco Highway No. 41 (M.P. 26.21) to its junction with the eastbound leg of the Ochoco Highway No. 41 (M.P. 26.28).

Along the south shoulder of the westbound leg from its junction with the eastbound leg (M.P. 26.07) to its junction with the westbound leg of the Ochoco Highway No. 41 (M.P. 26.24W).

AERONAUTICS DIVISION

No report.

February 24, 1976

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MASS TRANSIT DIVISION

Consideration was given to a 90-day reservation of \$4,200 from the Small Area Matching Grant Program to participate in an experimental transportation project in the Florence-Eugene corridor in western Lane County. Mr. Moore stated the Western Lane County Bus Project incorporates a 20 passenger, government surplus bus operating twice weekly between Florence and Eugene with service to intervening communities. A local non-profit corporation has been established with a Board of Directors representing the coastal communities served by the bus. He indicated the function of the corporation is to assume management of the bus from Lane County and to seek and receive funds to continue the transportation services. The \$4,200 represents 25 percent of the anticipated operating costs and 50 percent of the anticipated marketing expense for the 15-month experimental period schedules to commence April 1, 1976. Following Mr. Moore's recommendation, the Commission approved the program and authorized the Administrator to sign the agreement when all of the Commission-approved guidelines on the program are met.

The Commission considered authorizing the staff to seek Emergency Board approval of a Federal Fund limitation increase to participate in the 1975 Rural Highway Public Transportation Demonstration Program. Mr. Moore said the present limitation for this program is \$150,000. Four Oregon projects were chosen in the pre-selection process and have since completed all remaining application requirements. Their revised Federal Funding requests now totals \$230,000. Since the Division will be contracting directly with the Federal Highway Administration, subcontracting with project participants and maintaining administrative responsibilities, Mr. Moore said it is necessary that we seek an increase in the State's limitation. The Commission approved the program as recommended by Mr. Moore.

Following Mr. Moore's favorable recommendation, the Commission authorized staff to request Emergency Board approval to submit a Federal grant application to participate in the 1976 Rural Highway Public Transportation Demonstration Program.

Mr. Moore reported on the Intercity Transportation Project which was recently submitted to the Emergency Board for their consideration. He said staff presented a three-part project which had the approval of the Governor's Office and the Executive Department. It was an estimated 14 months of 3 round-trips of bus service within the Willamette Valley for \$244,000, a \$68,000 marketing promotional program and a \$10,000 public transportation map. The Emergency Board defeated the issue on a 7 to 7 tie vote. The Emergency Board did approve a \$20,000 project. Mr. Moore read what he thought was the Board's action, as follows:

"In order to address the long-term Intercity Transportation interest of the State of Oregon, \$20,000 is allocated to the Department to prepare a report to the 59th Legislative Assembly on the potential for intercity rail

services. The Department of Energy and the Public Utility Commissioner's Office should be included in this study. The legal and economic feasibility should be addressed along with an assessment of current physical facilities and operations. The proposal for study should be submitted to the E Board in 90 days."

There was considerable discussion concerning the Emergency Board's action concerning this matter. The Commission instructed Mr. Moore to research the scope of what the Emergency Board is talking about, evaluate it in terms of what it would cost, and then bring it back to the Commission. The Chairman said it becomes a matter of policy which is the Commission's responsibility. The Commission will make a decision at that time.

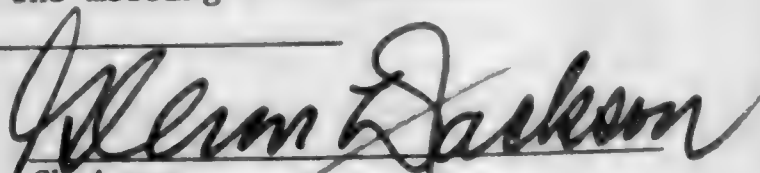
MOTOR VEHICLES DIVISION


No report.


DEPARTMENT OF TRANSPORTATION
Director's Report

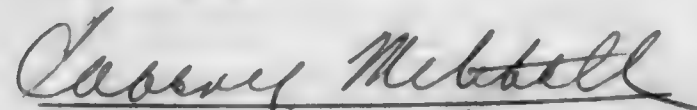
The Commission set Tuesday, March 30, 1976, as the date for their next regular meeting.


The Chairman adjourned the meeting at 11:03 a.m.


Chairman


Commissioner


Commissioner


Commissioner


Commissioner


Commission Services

February 24, 1976

TO:

SUBJECT:

By you
my office
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author
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report

Attaches

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EXHIBIT A

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed on the attachment hereto and report this action for your official records.

Dated this 26 day of Jan, 1976

Glenn L. Jackson
Glenn L. Jackson, Chairman
Oregon Transportation Commission

Attachment List:

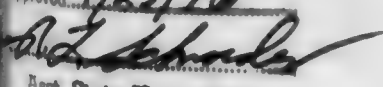
- 1) Options accepted (2) totaling \$425
 - 2) Sale of 10.43 acres authorized (File 14334)
 - 3) Sale of 2.3 acres authorized (File 14335)
 - 4) Sale of 18.0 acres authorized (File 22144)
 - 5) Sale of 1.8 acres authorized (File 22150)
 - 6) Agreement with Tri-Met approved
 - 7) Agreement with Hoodoo Ski Bowl Developers, Inc., re Hoodoo Ski Bowl approved
- Agreement with Hoodoo Ski Bowl Developers, Inc., re Willamette Pass Ski Area approved


EXHIBIT A

(1) OPTIONS TO PURCHASE REAL PROPERTY

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
40497	Carton, Robert W. & Mary I.	\$ 325.00
48723	Hart, Barbara D.	100.00
	2 Transactions	\$ 425.00

- (2) Sale of 10.43 acres excess property on the West Ranch-Summerville Section of the Island City-Summerville County Road in Union County for a minimum consideration of \$8,000, subject to mineral and geothermal rights. File 14334. (Real Property Resolution No. 720)
- (3) Sale of 2.3 acres excess property on the West Ranch-Summerville Section of the Island City-Summerville County Road in Union County for a minimum consideration of \$1350. File 14335. (Real Property Resolution No. 721)
- (4) Sale of 18.0 acres excess property on the Olds Ferry-Ontario Section of the Old Oregon Trail Highway in Malheur County for a minimum consideration of \$5,400, subject to mineral and geothermal rights. File 22144. (Real Property Resolution No. 722)
- (5) Sale of 1.8 acres excess property on the N. Jacobsen Gulch-North Ontario Interchange Section of the Old Oregon Trail Highway in Malheur County for a minimum consideration of \$1620, subject to mineral and geothermal rights. File 22150. (Real Property Resolution No. 723)
- (6) Agreement with Tri-Met concerning a study of the Oregon City Transit Corridor to determine feasible routes and alternate modes. The State is to perform the study and be reimbursed 100% of all costs incurred. Total cost of the study is \$79,000 and is to be funded by UMTA with Tri-Met matching monies. (County City Unit)
- (7) Agreements for snow removal at the following locations:
- a) Hoodoo Ski Bowl - Linn County (Agreement with Hoodoo Ski Bowl Developers, Inc.)
- b) Willamette Pass Ski Area - Klamath County (Agreement with Hoodoo Ski Bowl Developers, Inc.)

Approved 1/23/76

 Asst. State Hwy. Engr

APPROVED

 STATE HWY
 DATE: 1-23-76
 - 1430 -

APPROVED BY CHAIRMAN
 GLENN L. JACKSON
 DATE 1-26-76

EXHIBIT A

REPORT OF CONFIRMATION OF TELEPHONE ACTION UNDER DELEGATED AUTHORITY

No. 1 Project Rocky Canyon-Prineville Reservoir Section
(Contract No. 8328)
Type of Work Grading & Oiling F.A. Proj. No. JOP-33(2)
County Crook Highway Crooked River
No. of Bidders 17 Low Bidder R. L. Coats, Bend
Low Bid \$ 406,568.25
Engineer's Recommendation: AWARD TO LOW BIDDER

No. 2 Project Rogue Valley Hwy. @ Ehrman Way (Medford) Section
(Contract No. 8329)
Type of Work Traffic Signal Installation F.A. Proj. No. JHS-131(23)
County Jackson Highway Rogue Valley
No. of Bidders 5 Low Bidder Hansen Elec. Co., Inc., Coos Bay
Low Bid \$ 35,352.50
Engineer's Recommendations: Award to low bidder as soon as approval is received from FHWA.

No. 3 Project Hayes Hill-California State Line
(Contract No. 8330)
Type of Work Grading & Paving F.A. Proj. No. JOP-127(14)
County Josephine Highway Redwood
No. of Bidders 8 Low Bidder Rogue River Paving Co., Inc., Medford
Low Bid \$ 1,079,853.25
Engineer's Recommendations: Award to low bidder as soon as approval is received from FHWA.

On February 4, 1976, I accepted the Administrator and State Highway Engineer's recommendations for award of the above projects on which bids were received January 29, 1976, and authorized him to sign the contracts when conditions for the awards have been met.

Dated this 10 day of Feb, 1976

-1431-

Glenn L. Jackson
Glenn L. Jackson, Chairman
Oregon Transportation Commission

EXHIBIT A

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed on the attachment hereto and report this action for your official records:

Dated this 10 day of Feb, 1976



Glenn L. Jackson, Chairman
OREGON TRANSPORTATION COMMISSION

Attachment List:

- 1) Options accepted (19) totaling \$200,614
- 2) Release to J. Arlie Bryant, Inc. approved (File 33687)
- 3) Bill of Sale to City of Bend approved (File 16549)
- 4) Agreement with Oregon Electric Railway Company approved (File 48429)

EXHIBIT A

Right of Way Report of February 6, 1976

(1) OPTIONS TO PURCHASE REAL PROPERTY

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
36092	Hindman, Anna Serene, et al	\$ 300.00
40494	Southern Oreg. Fed. Credit Union	7,000.00
40534	Hasting, James T. & June A.	1,750.00
40538	Kehr, Ewald A. & Edna M.	1,500.00
40549	Bullard, Albert B.	2,750.00
47376	Matthews, Arthur E. & Carolee	2,314.00
48122	Keenon, Sheila C.	2,800.00
48256	Heldman, George L. & Robert W.	2,365.00
48520	Mission Properties	3,920.00
48564	Bauman, W. C. & Robert C.	116,000.00
48726	Boggs, V. D. & B. M.	100.00
48727	Nunn, Ronald C. and Marcia K.	100.00
48739	Hendershott, Mary S.	500.00
48744	Evey, Dan N.	10,000.00
48746	Wtn. Ore. Conf. Assn. of 7th Day Adven.	46,075.00
3-8.51	Pynn, Allen B.	2,090.00
8-31.63	LeFore, Jack	90.00
9-118.80	Kangas, Ernest	600.00
39-43.27	Richardson, John A. and Norma J.	360.00
19 Transactions		\$ 200,614.00

- (2) Release of all rights to a spring serving Koberg Beach Wayside on the Columbia River Highway in Hood River County in exchange for a perpetual easement granted the State from J. Arlie Bryant, Inc. for construction, operation, and maintenance of a one-inch water main from the service line of Crystal Springs Water District to State's Reservoir. File 33687.
- (3) Bill of Sale for the four-inch water main and appurtenances at the Bend Maintenance Site in Deschutes County to the City of Bend for maintenance of the water system. File 16549.
- (4) Land Exchange and Construction Agreement with the Oregon Electric Railway Company for the relocation of the existing Burlington Northern Depot located on Front Street Off-Ramp-Center Street Bridge Section of the Willamina-Salem Highway in Marion County. File 48429.

2/9/76
[Signature]
 Asst. State Hwy. Engr

APPROVED BY CHAIRMAN
 GLENN L. JACKSON
 DATE 2-10-76

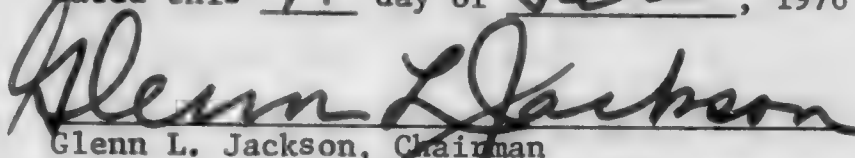
EXHIBIT A

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed on the attachment hereto and report this action for your official records.

Dated this 11 day of Feb, 1976


Glenn L. Jackson, Chairman
Oregon Transportation Commission

Attachment List:

- 1) Options accepted (5) totaling \$20,194.60
- 2) Sale of 0.05 acre property authorized (File F-55)
- 3) Sale of 0.81 acre property authorized (File F-55)
- 4) Sale of 1.4 acres property authorized (File 39099)
- 5) Agreement with Luckiamute Domestic Water Cooperative approved
- 6) Agreement with Southern Oregon Ski Association approved

EXHIBIT A

(1) OPTIONS TO PURCHASE REAL PROPERTY

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
40498	Grown, Allen D. & Peggy Ann	\$ 1,395.00
40505	Hesketh, William & Mary M.	16,000.00
48369	Gulstrom, Glenn & Harriett	2,649.60
48738	Thompson, Mary Alice	100.00
48941	Beck, Beatrice Bismark	50.00
	5 Transactions	<u>\$ 20,194.60</u>

- (2) Sale of 0.05 acre excess property on the Redmond-Terrebonne Section of The Dalles-California Highway in Deschutes County to Deschutes County for no consideration and subject to road use purposes only and mineral and geothermal rights. File F-55
- (3) Sale of 0.81 acre excess property on the Redmond-Terrebonne Section of The Dalles-California Highway in Deschutes County for a minimum consideration of \$975.00 subject to mineral and geothermal rights. File F-55.
- (4) Sale of 1.4 acres excess property on the Pendleton Section of the Pendleton-John Day Highway in Umatilla County for a minimum consideration of \$50,000. FHWA approval has been given. File 39099. Real Property Resolution No. 724.
- (5) Agreement with Luckiamute Domestic Water Cooperative for water service to Helmick State Park in Polk County. State to pay a flat minimum monthly rate of \$10 for the first 3,000 gallons of water used. Additional charges will be made for any water used over the 3,000 gallons. (Park Branch)
- (6) Agreement with Southern Oregon Ski Association for snow removal at Mt. Ashland Ski Area in Jackson County. (Maintenance Section)

Approved 1/30/76
[Signature]
 Asst. State Hwy. Engr

APPROVED
[Signature]
 STATE HIGHWAY ENGINEER
 DATE: 1-30-76

APPROVED BY CHAIRMAN
 GLENN L. JACKSON
 DATE 2-11-76

EXHIBIT A

1) Options to purchase real property:

Number	Name	Consideration
48338	Heirs of Peter & Alice Ruddiman	\$ 410.00
48803	Rice, Chester & Marie	625.00
48816	Carton, Cleone K.	1,125.00
	3 transactions	\$2,160.00

- 2) Sale of 0.29 acre excess property on the Opal City Rd.-Culver Section of Culver Highway (formerly The Dalles-California Highway) in Jefferson County for a minimum consideration of \$175. File S-92
- 3) Sale of 10.58 acres excess property on the Tumalo-Deschutes Section of Tumalo-Deschutes Highway in Deschutes County for a minimum consideration of \$2,645 subject to mineral and geothermal rights. Also the relinquishment to Deschutes County of 0.44 acre excess property for public road purposes and for no consideration. File 3696. Real Property Resolution No. 725.
- 4) Sale of 1.125 acres excess property on the Crawfordsville-Brownsville Section of the Halsey-Sweet Home Highway in Linn County for a minimum consideration of \$500, subject to mineral and geothermal rights. File 26225.
- 5) Letter-form agreement with City of Portland for installation of railroad crossing protection at the N.W. Doane Street crossing of the Burlington Northern Railroad tracks. The project is eligible for 90% Federal Aid funding under Section 230 of Title II, Highway Safety Act of 1973. Estimated cost \$50,000. Matching monies will be 7½% State Grade Crossing Protection Fund (\$3,750) and 2½% City funds (\$1,250) with no expense to Highway Division. (County-City Unit)
- 6) Letter-form agreement with City of Portland for installation of railroad crossing protection at North Randolph Street crossing of the UPRR tracks. The project is eligible for 90% Federal Aid Funding under Section 230 of Title II, Highway Safety Act of 1973. Total estimated cost \$125,000. Matching monies will be 7½% State Grade Crossing Protection Fund (\$9,375) and 2½% City funds (\$3,125) with no expense to the Highway Division. (County-City Unit)
- 7) Agreement with City of Portland, through Portland Development Commission, providing for realignment and landscaping of the Burnside Br.-Hawthorne Br. Section of Front Avenue (Pacific Highway West) as one phase in development of the Portland Downtown Plan. The State's estimated \$400,000 share of the cost is to be funded through the State Bond Program. (County-City Unit)
- 8) Agreement with Pacific Power and Light Company covering use on a temporary basis the communication facilities of the State in its Arlington Remote Communications Facility, Gilliam County.
- 9) Agreement with Josephine County Juvenile Department whereby the Highway Division will use minor offenders to perform extra tasks in lieu of the minor offender being assessed a juvenile court or other probationary action. The Division will specify tasks to be done and the Josephine Co. Juvenile Dept. will have jurisdiction over the people doing the work. Basically, this work will involve clean-up of roadsides and work in landscaped areas. (Maintenance Section)

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 2-19-76

EXHIBIT A

- 10) Agreement with LAWORE, INC., for snow removal from the ski area at Lake of the Woods resort and recreation area in Klamath County for the 1975-76 biennium. The agreement incorporates an allocation of how much state highway funds will be spent for each of the ski areas and for this particular ski area the amount authorized is \$700. (Maintenance Section)
- 11) Agreement with Multorpor, Inc., for snow removal at Multorpor Ski Area in Clackamas County. (Maintenance Section)

Approved 2/18/76
[Signature]
 Asst. State Hwy. Engr.

APPROVED
[Signature]
 STATE HIGHWAY ENGINEER
 DATE: 2-18-76

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed above (11 in number) and report this action for your official records.

Dated this 19 day of Feb, 1976
[Signature]
 Glenn L. Jackson, Chairman
 Oregon Transportation Commission

Eleven items approved:

- 1) Options accepted (3) totaling \$2,160.
- 2) Sale of 0.29 acre authorized (File S-92)
- 3) Sale of 10.58 acres authorized and relinquishment to Deschutes County of 0.44 acre authorized (File 3696)
- 4) Sale of 1.125 acre authorized (File 26225)
- 5) Letter-form agreement with City of Portland approved
- 6) Letter-form agreement with City of Portland approved (N. Randolph St.)
- 7) Agreement with City of Portland approved (Portland Development Commission)
- 8) Agreement with Pacific Power and Light Company approved
- 9) Agreement with Josephine County Juvenile Dept. approved
- 10) Agreement with LAWORE, INC., approved
- 11) Agreement with Multorpor, Inc., approved

EXHIBIT A

TO: Oregon Transportation Commission

SUBJECT: Report of Confirmation of Telephone Action Taken
Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the action listed below by telephone on February 10, 1976 and report this action for your official records:

- 1) Sale of 0.47 acre excess property in the Barbur Boulevard-White School Section of the Pacific Highway in Clackamas County to the City of Wilsonville for access to its sewer plant. No consideration. Files 23346 & 22382. Approved February 10, 1976.

Dated this 19 day of Feb, 1976,

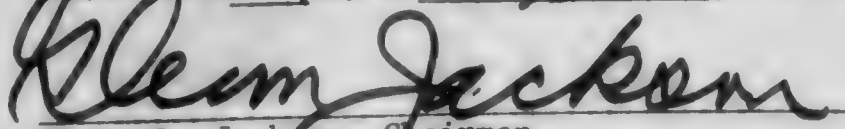

Glenn L. Jackson, Chairman
Oregon Transportation Commission

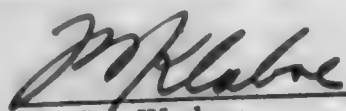
EXHIBIT C

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

By your duly adopted delegation orders you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the following actions and report this for your official records:

- 1) Established a 35 MPH speed zone on the Otter Rock Highway and Connection from M.P. 0.66 to M.P. 0.45 and from M.P. 0.45 to M.P. 0.85 in Lincoln County. (See Speed Zone Order No. 713) Approved September 17, 1975.
- 2) Established a 45 MPH speed zone on the Heppner Highway from M.P. 43.30 to M.P. 43.90 in Morrow County. (See Speed Zone Order No. 714). Approved February 6, 1976.
- 3) Established a 40 MPH speed zone on the Woodburn-Estacada Highway in the vic. of Molalla Grade School from M.P. 10.98 to M.P. 12.25 in Clackamas County. Rescinds Speed Zone Resolution No. 40 dated July 10, 1950. (Speed Zone Order No. 716). Approved February 17, 1976.
- 4) Established a 40 MPH speed zone on the Cascade Highway in the vic. of Molalla Grade School from M.P. 15.58 to M.P. 16.60 in Clackamas County. (See Speed Zone Order No. 715). Approved February 17, 1976.
- 5) Awarded Contract No. 8330 on the Hayes Hill-California State Line Section of the Redwood Highway in Josephine County to Rogue River Paving Co., Inc., Medford, at \$1,079,853.25 on February 5, 1976. Bids received January 29, 1976.
- 6) Awarded Contract No. 8329 on the Rogue Valley Highway at Ehrman Way (Medford) Section in Jackson County to Hansen Electric Co., Inc., Coos Bay, at \$35,352.50 on February 5, 1976. Bids received January 29, 1976.



F. B. Klaboe
Administrator and State Highway Engineer

2-20-76

EXHIBIT C

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY ADMINISTRATOR AND STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

<u>Contractor and Contract No.</u>	<u>Section and Highway</u>	<u>Acceptance Date</u>
D Mc D Corporation No. 8181	N. Unit, Richmond Junction- Girds Creek Road, Service Creek-Mitchell Highway Wheeler County	January 21, 1976
C. C. Meisel Co., Inc. No. 8164	M.P. 2.2-2.8, Salem-Dayton Highway, Yamhill County	January 22, 1976
Linco Electric Co. No. 8118	Pacific Hwy. E. @ E. Lincoln St. (Woodburn), Pacific East Highway, Marion County	January 28, 1976
Watson Asphalt Paving Co., Inc. No. 8111	North Powder-Baldock Slough, Old Oregon Trail, Union and Baker Counties	January 29, 1976
Hamilton Construction Company No. 8054	S. Fork Coos River (Landrith) Bridge, FAS 255, Coos County	January 30, 1976
Weaver Construction Co. No. 8276	Bear Creek Bridge, FAS 32-104 Wallowa County	February 3, 1976
Paul Bros., Inc. No. 8022	Boring Road Interchange Mt. Hood Highway Clackamas County	February 6, 1976
Morse Brothers, Inc. No. 8010	N. Albany Interchange-Lebanon Road Interchange, Pacific Highway, Linn County	February 6, 1976
Willamette-Western Corporation No. 7577	Siletz River (Kernville) Br. Oregon Coast Highway Lincoln County	February 10, 1976
Wildish Construction Company No. 8194	Pleasant Hill & Rattlesnake Rd., Willamette Highway Lane County	February 18, 1976

EXHIBIT C

Salem Road & Driveway
Company
No. 8214

Lancaster Dr. S.E.-Deer Park February 18, 1976
Dr. S.E., North Santiam
Highway, Marion County

Garrett & Thomas
Construction
No. 8265

Bullards Beach State Park February 20, 1976
Beach Access Road, Coos
County

February 23, 1976

Joe Klaboe
Administrator and State Highway Engineer

EXHIBIT C

Oregon Transportation Commission

Report of Actions Taken Under Delegated Authority

On behalf of the Commission and under its authority delegated to me to approve and execute indentures of access, I approved and signed the following:

File 15163, 19192 - Roberts
Pacific - North Yamhill R. Section
Pacific Highway West, Yamhill Co.
Approved February 5, 1976

File 26327 - Assembly of God
Newberg - Gearing Corner Section
Hillboro-Silverton Highway, Yamhill Co.
Approved February 5, 1976

File 43858 - Allen
Brookings - Winchuck Section
Oregon Coast Highway, Curry Co.
Approved February 18, 1976



(Signature)

Administrator & State Highway Engineer
(Title)

February 13, 1976

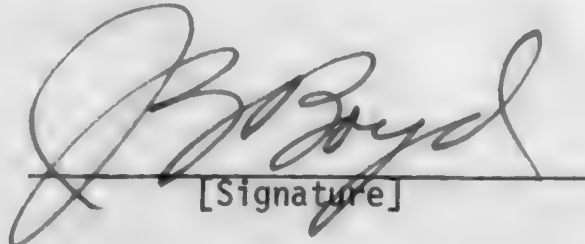
Oregon Transportation Commission

Report of Actions Taken Under Delegated Authority
Disposal of Personal Property

By your duly adopted delegation order, you authorized me in my official capacity to dispose of personal property on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I report this action for your official records.

Disposal of Personal Property:

Miscellaneous Sales	4	\$ 6,150.00
Land Sales	4	28,450.00
Timber Sales	1	112.75
Rent Revenues-January 1976		<u>111,533.44</u>
Total		\$146,246.19


[Signature]

Right of Way Engineer

EXHIBIT G

REPORT OF CONDEMNATION CASES TRIED

Defendant	State's Highest written offer made more than 30 days prior to trial	State's Highest Testimony at trial	Defend- ants' lowest demand	Verdict
E. L. Pletzer & Associates, Inc.	\$40,000	\$16,170	\$190,000	\$45,000
				Attorney Fees: Not yet known

L-7117

R-A-16

Section: Lebanon State Airport

County: Linn

Approved by: Jack L. Sollis

Date: February 4, 1976

REPORT OF CONDEMNATION CASES TRIED

Defendant	State's Highest Testimony or offer before filing Complaint	Defend- ants' lowest demand	Verdict	Attorney Fees
Ray R. Knight	\$ 6,125	\$15,000	\$8,017	\$3,500

L-6884

R-47259

Section: Sanderson Bridge

Highway: Albany-Lyons

County: Linn

Approved by: Walter L. Barrie

Date: January 21, 1976

REPORT OF TRIAL OF OTHER CASES - State Plaintiff

Defendant	Cause of Action	Demands of Plaintiff	Verdict or Judgment
Regina Oliver	Property Damage	\$111.30	Dismissed

L-7287

County: Marion

EXHIBIT G

REPORT OF CONDEMNATION CASES TRIED

Defendant	State's Highest written offer made more than 30 days prior to trial	State's Highest Testimony at trial	Defend- ants' lowest demand	Verdict
E. L. Pletzer & Associates, Inc.	\$40,000	\$16,170	\$190,000	\$45,000
				Attorney Fees: Not yet known

L-7117

R-A-16

Section: Lebanon State Airport

County: Linn

Approved by: Jack L. Sollis

Date: February 4, 1976

REPORT OF CONDEMNATION CASES TRIED

Defendant	State's Highest Testimony or offer before filing Complaint	Defend- ants' lowest demand	Verdict	Attorney Fees
Ray R. Knight	\$ 6,125	\$15,000	\$8,017	\$3,500

L-6884

R-47259

Section: Sanderson Bridge

Highway: Albany-Lyons

County: Linn

Approved by: Walter L. Barrie

Date: January 21, 1976

REPORT OF TRIAL OF OTHER CASES - State Plaintiff

Defendant	Cause of Action	Demands of Plaintiff	Verdict or Judgment
Regina Oliver	Property Damage	\$111.30	Dismissed

L-7287

County: Marion

EXHIBIT G

REPORT OF TRIAL OF OTHER CASES - State Defendant

Plaintiff	Cause of Action	Demands of Plaintiff	Verdict or Judgment
Lawrence Hoy L-6809 County: Clackamas	Personal Injury	\$126,749.46	For State, affirmed on appeal to Court of Appeals
Margaret Hildre L-7160 County: Clackamas	Personal Injury and Property Damage	\$ 49,809.95	For Defendant. Plaintiff re- covered nothing.
Janette A. Thornley L-7140 County: Douglas	Personal Injury	\$ 10,180.00	Judgment on Demurrer in favor of State.
Ronda J. Thornley, rep. of estate of Chad Thornley L-7141 County: Douglas	Wrongful Death	\$200,000.00	Judgment on Demurrer in favor of State.
Ronda J. Thornley L-7143 County: Douglas	Personal Injury	\$101,100.00	Judgment on Demurrer in favor of State.
Helen R. Scott L-6935 County: Josephine	Inverse Condemnation		Constitutionality of Scenic Water- ways Act affirmed by Court of Appeals.

EXHIBIT G

REPORT OF CONDEMNATION CASES SETTLED

Defendant	State's Offer	State's Highest Appraisal	Amount of Settlement
Wanda Marie Eades	\$ 5,400	\$ 5,400	\$ 7,000

L-7209

R-47800

Section: Boardman Safety Rest Area

Highway: Columbia River

County: Morrow

Approved by: Walter L. Barrie

Date: February 18, 1976

Ruth Lent

\$ 2,400

\$ 3,050

\$ 4,400

L-7063

R-46174

Section: S.E. Foster Road-S.E. Hinkley Street

Highway: East Portland

County: Multnomah

Approved by: Jack L. Sollis

Date: February 4, 1976

Robin Truax

\$ 450

revised to

\$ 6,050

*

L-7072

R-46627

Section: N.E. Glisan-S.E. Division

Highway: Columbia River-Pacific

County: Multnomah

Approved by: Walter L. Barrie

Date: January 21, 1976

* Case dismissed after one day of trial. Property no longer needed.

Dorothy Selanders

\$38,600

*

L-7099

R-46626

Section: N.E. Glisan-S.E. Division

Highway: Columbia River-Pacific

County: Multnomah

Approved by: Jack L. Sollis

Date: January 21, 1976

* Case dismissed after one day of trial. Property no longer needed.

EXHIBIT G

REPORT OF CONDEMNATION CASES SETTLED

<u>Defendant</u>	<u>State's Offer</u>	<u>State's Highest Appraisal</u>	<u>Amount of Settlement</u>
Walter S. Bowman	\$ 5,000	\$ 5,000	\$ 6,300

L-7228

R-A-19

Section: Lebanon State Airport

County: Linn

Approved by: Walter L. Barrie

Date: February 18, 1976

Walter S. Bowman

\$ 250

*

\$ 600

L-7229

R-A-23

Section: Lebanon State Airport

County: Linn

Approved by: Walter L. Barrie

Date: February 18, 1976

Walter S. Bowman

\$ 250

\$ 120

\$ 600

L-7230

R-A-24

Section: Lebanon State Airport

County: Linn

Approved by: Walter L. Barrie

Date: February 18, 1976

* (L-7229) Review Appraiser made independent review at \$250.

EXHIBIT G

REPORT OF SETTLEMENT OR DISPOSITION OF CASES OTHER THAN CONDEMNATION

Plaintiff	Defendant	Cause of Action	Demand of Plaintiff
Claudia Morgan	State of Oregon	Personal Injury	\$19,023.00

L-7124

County: Douglas

Disposed of by: Settled by State's insurance carrier for \$1,250.00

State of Oregon	U-Haul Co. and Austin Bernham	Guardrail Damage \$	230.79
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L-6704

County: Jackson

Disposed of by: Amount sued for plus costs and attorney fees paid.
\$331.59.

Ethel Loftin	State of Oregon	Personal Injury	\$25,000.00
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L-7111

County: Linn

Disposed of by: Settled by State's insurance carrier for \$2,500.

Violet D. Sparkman	State of Oregon	Property Damage \$	388.00
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L-7164

County: Linn

Disposed of by: Settled by State's insurance carrier for \$388.

State of Oregon	Bertha Dewall	Property Damage \$	243.46
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L-7289

County: Linn

Disposed of by: Amount sued for paid in full.

Kenneth A. Trickle	Union Pacific Railroad and State of Oregon	Personal Injury	\$79,000.00
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L-7163

County: Multnomah

Disposed of by: State's liability settled by State's insurance
carrier for \$500.

EXHIBIT G

REPORT OF SETTLEMENT OR DISPOSITION OF CASES OTHER THAN CONDEMNATION

Plaintiff	Defendant	Cause of Action	Demand of Plaintiff
Irene Vantz	Coral Corporation & R. A. Heintz Construction Co.	Personal Injury	\$100,000.00

L-7123

County: Multnomah

Disposed of by: This case arose out of an injury sustained as a result of some work done on a highway construction project. The plaintiff sued Coral Corp., a subcontractor, and R. A. Heintz, the general contractor. The subcontractor, Coral Corp., tendered defense of the case to the State. The injury occurred when a gate which had been constructed by Coral Corp. came off its hinges and the plaintiff was injured trying to replace it. As the State's insurance carrier determined there was no negligence on behalf of the State the tender of defense of the case by Coral Corporation was refused and the file is now closed.

Anthony Maksym	State of Oregon	Property Damage	\$ 746.75
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L-7223

County: Multnomah

Disposed of by: Settled by State's insurance carrier for \$250.

Foster & Kleiser	State of Oregon	Leasehold Interest	\$410.35
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L-7042

Section: Ross Island Bridge-S.E. Reedway

Highway: Pacific

County: Multnomah

Disposed of by: Leasehold interest not litigated in trial of the case.

EXHIBIT G

REPORT OF CASES FILED BY AND AGAINST THE DEPARTMENT OF TRANSPORTATION

L-7300 Max S. Taggart, II, personal representative of the estate of Sharon Renee Simond v. HAC Trucking Co. Ltd., et al: This case arose out of an accident that occurred on January 8, 1975, and involved a collision between a truck and semi-trailer and two cars, one of which was being towed by the other. The two cars stopped on the edge of the bridge due to icy conditions and were struck by the truck and semi-trailer. The lawsuit alleges that the Highway Division was negligent in failing to inspect and make sure that the highway was not icy or warn the drivers of the icy conditions. (I-5, Lane County)

This is a companion case to L-7242 and is for wrongful death based on the same factual situation as reported in L-7242. The amount of the lawsuit is \$501,500.

The matter has been referred to the State's insurance carrier for the defense of the State.

March 30, 1976
Salem, Oregon

The Oregon Transportation Commission held their regular meeting at 10 a.m. in Room 122 of the State Highway Building in Salem, Oregon. Notice of the meeting was made by press release to the newspapers of the general and local circulation throughout the State. Present were:

Glenn L. Jackson, Chairman
Robert L. Mitchell, Secretary
Michael P. Hollern, Member
Tom Walsh, Member
B. Gordon Coleman, Member
George M. Baldwin, Director of Transportation
Robert A. Burco, Deputy Director
Walt Barrie, Chief Counsel
E. S. Hunter, Deputy State Highway Engineer
Robert L. Schroeder, Assistant State Highway Engineer
J. B. Boyd, Right of Way Engineer
Dave Talbot, State Parks Superintendent
Paul Burket, Administrator of Aeronautics
Dennis Moore, Administrator of Mass Transit
Chester Ott, Administrator of Motor Vehicles
C. W. Head, Manager, Commission Services

There were others present including representatives from the news media.

The Commission approved the minutes of the regular meeting of February 24, 1976.

HIGHWAY DIVISION

A list of properties needed for highways and other uses was presented by Mr. Boyd. He requested the Commission to declare by resolution the necessity of said properties for the public use to which they are to be put and to authorize him to attempt to agree with the owners of said properties as to price. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful and thereupon adopted "Condemnation Resolution No. 2644," which resolution by this reference is made a part hereof and filed in the Commission's files.

Mr. Barrie asked if there were any questions in connection with the informational reports previously submitted to the Commission on cases tried, cases settled, and institution of legal proceedings filed against the Department of Transportation since the last Commission meeting. There were no questions. (See Exhibit G on file in the Commission's files, Salem.)

Attention was given to the abandonment of 19 damage claims totaling \$5,599.27. Mr. Barrie mentioned that these claims do not warrant further collections. Following his favorable recommendation, the Commission approved the abandonment of the following claims. (For further detail, see the Commission's files, Salem.)

(continued on page 1452)

CAO FILE NO.	NAME	KIND OF DAMAGE	AMOUNT
73-362	Steve J. Meyers	Guardrail	\$139.82
74-222	Randy Merrill	Fence	\$215.33
75-55	Judith A. Martin & Phillip G. Brown	Guardrail	\$403.17
75-56	Ronald M. McCammon	Guardrail	\$458.45
75-67	Werner Crocker	Light screen	\$318.65
75-101	Jean Bertha McCaulley	Vehicle	\$199.96
75-137	Barbur Blvd. Truck Stop	Stolen tools	\$396.80
75-150	Mitch Givers	Vehicle	\$ 66.00
75-213	Ronald N. Isaacs	Guardrail	\$329.80
75-214	David C. Jackson	Structure	\$476.03
75-216	James W. Higley, Edith L. Gregg	Bridge	\$244.50
75-239	David L. Erwin	Exit sign	\$751.49
75-243	Randy Merrill, Stephen S. Austin	Pole	\$228.38
75-291	James F. Sweeney	Fence	\$250.01
75-308	Beverly Jane Perkins	Shrubs	\$433.62
75-325	Ray D. Dage	Guardrail	\$198.04
75-363	Mike McArthur	Rental fee & cleaning	\$ 52.50
75-365	Investigation revealed costs were not justified as sign was only 5' by 6'.	Outdoor advertising sign	
75-387	Gary Malek, Bahe Johnson and Johnny Avery	Guardrail	\$436.72

The Commission considered adopting Delegation Orders Nos. 14 through 19. (Copies were previously mailed to the Commission.) Mr. Barrie pointed out that these delegation orders delegates certain power to the Chairman of the Commission, Director of Department of Transportation, Administrator and Highway Engineer, Administrator of Mass Transit, Administrator of Aeronautics, and the Assistant Attorney General-Counsel for the Department. He recommended approval of these delegation orders and the rescinding of the first 13 Transportation Commission delegation orders as they are now covered in Delegation Orders 14 through 19. The Commission accepted his recommendation.

Consideration was given to rescinding Through Highways and Stop Signs Resolutions and adopt resolution designating through highways to replace previous resolutions. Mr. Barrie asked Mr. Jack

Sollis to present this item. Mr. Sollis said it is now the policy of the Commission to delegate authority by delegation orders separate and apart from resolutions or other actions of the Commission. He recommended that all primary and secondary state highways and sections thereof heretofore designated by the State Highway Commission as through highways and all primary and secondary state highways hereinafter selected, adopted and established as primary or secondary state highways be designated as through highways under the provisions of ORS 483.204. He mentioned that nothing in this resolution and no action taken by the Oregon Transportation Commission in any manner or to any extent nullifies or rescinds the action of the State Highway Commission in and by the adoption of any previous resolutions relating to through highways or the state highway system. Mr. Sollis said all highways or sections thereof enumerated in the resolutions shall be deemed as through highways from the dates upon which they were designated. This rescinds Through Highways and Stop Signs Resolutions but the effective dates of establishment are the same. The Commission accepted his recommendation and adopted "Through Highways and Stop Signs Resolution No. 28," which resolution by this reference is made a part hereof and filed in the Commission's files, Salem.

The Commission considered adopting a temporary rule extending the time for contractors to file new prequalification forms from May 1, 1976, to July 1, 1976. Mr. Barrie stated the extension is required to allow the contractors additional time in submitting their annual prequalification forms. The Commission approved the temporary rule as recommended by Mr. Barrie. (The temporary rule was filed with the Secretary of State on March 30, 1976, and published in the Secretary of State's Administrative Rule Bulletin on April 15, 1976.)

The Commission considered adopting the beach log removal policy. Mr. Talbot stated that this policy has had careful investigation for over a year by the Parks and Recreation Staff. A concerted effort was made to invite input from relevant agencies and institutions, to review pertinent correspondence from private citizens, and to review available studies, reports and news publications. There were more than 150 agencies and private individuals as well as the State Parks and Recreation Advisory Committee contacted for assistance. A public hearing was held on January 14, 1976, to provide the public with an opportunity to review and comment on the policy proposal. Analysis of the hearing was favorable to the proposed policy with 70 percent expressing general support. The Commission accepted the policy as recommended by Mr. Talbot. (A digest of the hearing input and a copy of the proposed policy is on file in the Commission's files, Salem.) (Copy of an administrative rule covering the beach log removal policy was filed with the Secretary of State on March 30, 1976, and published in his bulletin on April 15, 1976.)

Attention was given to transferring up to \$300,000 in Bureau of Outdoor Recreation funds prior to June 30, 1976, to cities, counties, and districts for local park projects. Mr. Talbot stated an important side effect of the recent budget cutback of \$2,260,000 in the Parks Branch budget is that the State will not be able to match available federal aid. At present the State receives about \$2.6 million annually from the Land and Water Conservation Fund. Of the \$2.6 million apportioned annually to Oregon, the State has retained 55 percent for state agency use. The other 45 percent goes to local government. It is estimated that the State may have a "State surplus in federal aid" of roughly \$750,000 during the balance of the biennium. Following his recommendation, the Commission approved the transfer of funds.

Attention was given to approving the payment of \$150 annual dues to the National Association of State Outdoor Recreation Liaison Officers. Mr. Talbot mentioned the group is to the Federal aid recreation program as AASHTO is to highways. Following his recommendation, the Commission approved payment of the annual dues.

Mr. Hunter reported on actions taken under delegated authority received for filing with the Commission records. These reports show the actions taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders: (Exhibits on file in the Commission's files, Salem.)

Chairman of Oregon Transportation Commission	Exhibit A
Vice Chairman of Transportation Commission (no report)	Exhibit B
Administrator and Highway Engineer	Exhibit C
Director of Permits (no report)	Exhibit D
Right of Way Engineer	Exhibit E
State Parks Superintendent (no report)	Exhibit F
Chief Counsel	Exhibit G

Following Mr. Hunter's recommendation, the Commission approved requests for increases in project authorizations on the following projects:

- (1) Kelly F. White Company, Contract No. 8311, Cabin Creek Safety Rest Area, Douglas County, for \$13,808.75 (8.2 percent). The overrun was due to hookup charge to the city sewer system and revisions to the toilet building to accommodate the handicapped.
- (2) Wildish Construction Company, Contract No. 8194, Pleasant Hill and Rattlesnake Road, Willamette Highway, Lane County, for \$13,399.12 (6.9 percent). The increase was due to erosion and slumping of embankment slopes due to winter rains.

(continued on page 1455)

- (3) R. H. O'Hair Construction Company, Contract No. 8220, Riley-Lake County Line Section, Lakeview-Burns Highway in Harney County for \$159,649.51 (13.4 percent). The overrun was due to additional grading quantities including flagging and grid rolled subbase, an unusually high asphalt content in the A. C. pavement (8 percent) and additional A. C. aggregate.

Mr. Hunter stated that under ORS 366.525 the counties are entitled to receive 20 percent of all funds received from motor vehicle taxes and fees. For the month of February 1976 the amount credited to the counties was \$2,170,325.04 which amount was released on March 19, 1976, as apportioned. (List of apportionment to the counties on file in the Commission's files, Salem.)

Mr. Hunter reported that an allocation of 12 percent of the Highway Fund to the cities for the month of February 1976 in the amount of \$1,281,361.69 was released on March 26, 1976. (A list of apportionments to the cities on file in the Commission's files, Salem.)

The Commission considered approving the 1976 Revised Oregon Action Plan. Mr. Hunter said the revision process started in August of 1975 and included meetings in all of the administrative districts and with the three metropolitan areas of the state. There have been no changes in the basic concept of the Action Plan. The changes have been for increased clarity of the plan and to bring the plan into conformance with the many changes that have occurred in federal regulations. He stated it is necessary that the revision be approved by the Commission, the Governor and by the Regional Administrator of the Federal Highway Administration prior to its printing. The Federal Highway Administration is in agreement with the revision. Following his favorable recommendation, the Commission approved the 1976 Revised Oregon Action Plan. (Copy on file in the Commission's files, Salem.)

Consideration was given to supporting by Highway Planning Research funds a study entitled "Development of an Equipment Management System." Mr. Hunter pointed out that the study will be conducted by a research contractor and will be supported by pooled HPR funds made available by the participating states. Eighteen states have tentatively agreed to provide support for the project. The Federal Highway Administration anticipated a two-year, \$400,000 contract. The State made a tentative commitment of \$10,000 toward the support of the project and the funding is expected to be divided equally between fiscal year '77 and fiscal year '78. Upon his recommendation, the Commission approved the proposal and authorized the Administrator and State Highway Engineer to submit a commitment letter.

Attention was given to a request from the City of Elgin for a cancellation of an Off-System Roads Project to construct the 17th Street Truck Route Bypass. Mr. Hunter said that the Commission

previously approved this project on July 30, 1975, but the City has been unable to obtain the matching funds and is now requesting that the project be cancelled. The Commission approved the cancellation as recommended by Mr. Hunter.

The Commission considered requests from the Cities of Ontario, Oregon City, Pendleton and Portland for approval of Federal-aid Urban System Projects and the cancellation of a project in the City of Albany. Mr. Hunter said that these projects have been investigated and are eligible for funding under the Federal-aid Urban System Program. The Commission approved the following four projects as recommended by Mr. Hunter and the one cancellation and authorized the Administrator and State Highway Engineer to sign the agreements when prepared.

<u>Jurisdiction</u>	<u>Section</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State's Share</u>
Albany	Broadway St.-Pacific Blvd., Queen Ave., FAU 2820	C A N C E L L A T I O N		
Ontario	W. Idaho Ave.-SW 4th Ave., SW 1st St., FAU 5755 and SW Oregon St., FAU 5765	\$127,000	\$ 99,000	\$14,000
Oregon City	10th St. (FAU 0315) at Main St.	46,000	36,000	5,000
Pendleton	SW 29th St.-Pendleton-John Day Hwy., SW Hailey Ave., FAU 3420	238,000	185,600	26,200
Portland	SE 17th Ave.-SE 28th Ave., SE Holgate Blvd., FAU 0620	120,000	93,600	13,200
	TOTAL	\$531,000	\$414,200	\$58,400

Attention was given to requests from Baker, Lane and Washington Counties for Federal-aid Secondary Projects. Following Mr. Hunter's recommendation, the Commission approved the requests and authorized the Administrator and State Highway Engineer to sign the agreements when prepared.

<u>County and FAS No.</u>	<u>Section and Description</u>	<u>Programmed Amount</u>	<u>State's Share</u>
Baker 01-109	Powder River (Phillips) Br.	\$ 170,000	\$ 19,000
Lane 228	Parsons Cr. (Marcola Rd.) Br.	100,000	11,000
Lane 230	Dexter Res. (Jasper-Lowell Rd.) Brs.	650,000	72,000
Washington 634	Pacific Hwy. W.-Third St. Sec.	480,000	53,000
	TOTAL	\$1,400,000	\$155,000

March 30, 1976

The Commission considered prohibiting parking on the Pacific Highway West in the King City Area in Washington County. Mr. Hunter stated that as a result of a recent investigation of traffic conditions in this area, it is recommended that parking be prohibited on the shoulder on the west side of the Pacific Highway West in the area north of the Fischer Road intersection. The parking prohibition would improve the right-turn movement from Highway 1W onto Fischer Road and improve the sight distance for traffic stopped at Highway 1W on Fischer Road. He indicated that off-street parking is available. The Commission approved the following parking prohibition as recommended by Mr. Hunter:

On the west side of the Pacific Highway West No. 1W from a point 100 feet north of the centerline of Fischer Road (M.P. 11.86) to a point 40 feet north of the centerline of Fischer Road (M.P. 11.87) southeast of King City in Washington County.

The Commission considered abandoning to the abutting property owners three units of old highway alignment approximately .8 mile in the South Unit-Condon-Thirtymile Creek Section of the John Day Highway in Gilliam County. Mr. Hunter said the old alignment is no longer needed for highway purposes and recommended adoption of this resolution. The Commission accepted his recommendation and thereupon adopted "Abandonment Resolution No. 557," which resolution by this reference is made a part hereof and filed in the Commission's files, Salem.

Consideration was given to a request from the City of West Linn for a consent to annexation of the right-of-way of the East Portland Freeway in Clackamas County. Mr. Hunter said the proposal has been investigated and is in proper order and no enclave will be formed by the annexation. The Commission approved the annexation as recommended by Mr. Hunter and authorized the Administrator and State Highway Engineer to sign a consent in their behalf.

The Commission considered an agreement with Multnomah County for a traffic signal installation at the intersection of NE Portland Highway (NE Sandy Boulevard) and 181st Avenue. Mr. Hunter said the State will do all of the work and will maintain the signals after installation. The County will pay for all power costs after installation. The total cost of the project is \$36,000 with \$32,400 Federal funds and \$3,600 State funds. The Commission approved the agreement as recommended by Mr. Hunter.

Consideration was given to approving an agreement with Columbia County School District No. 13 and Columbia County for the installation of flashing beacons and luminaires at the intersection of the Lower Columbia River Highway and Wonderly Road. Mr. Hunter mentioned that the State will prepare all plans and perform the work. The estimated cost is \$4,000 to be shared equally between the State and the District. The State's share of the project will be funded by Minor Betterment Funds. After completion of the project

the State will maintain the luminaires and flashing beacon and the County will pay for the power. Following his favorable recommendation, the Commission approved the project.

AERONAUTICS DIVISION

No report.

MASS TRANSIT DIVISION

Mr. Moore reported on the 1976 Rural Highway Public Transportation Demonstration Program. He stated the purpose is to provide mobility principally for rural residents. After sending information throughout the State to cities, counties, non-profit associations, councils of governments, economic development districts, etc., the Division received six applicants. Staff is now packaging, preparing State comments and will forward to the Federal Highway Administration prior to submitting to the Emergency Board. The law requires that legislative approval must be obtained before applying for federal funds. Upon receipt of the grant funds, the Division is to request authority to be able to spend the funds. The six projects are as follows:

- (1) Eastern Oregon Community Development Corporation - \$23,000 grant to provide medical transportation.
- (2) Southeastern Oregon Council of Governments - \$19,520 of Federal Highway Administration funds for a 12 to 15 passenger van to provide service to the elderly and handicapped persons in Malheur County.
- (3) City of Florence - \$85,971 to purchase a bus to carry on the intercity service between Florence and Eugene beginning in July 1977.
- (4) East Central Oregon Council of Governments to provide rural commuter service between Boardman, Pendleton, Umatilla, Hermiston, etc.
- (5) Forest Grove Senior Center to prepare a waiting area for the rural bus transportation and a Tri-Met transportation in one area of Forest Grove.
- (6) Washington County Senior Citizen Organization - \$119,000 for a coordinated transportation system.

Mr. Moore stated that he has received the minutes of the February 1976 Emergency Board concerning the rail study. The Board appropriated \$20,000 to do the study. It appears the Board's preference was to conduct a long-term intercity rail transportation study which would not be limited to Amtrak and that study would look

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to the legal and economic feasibility of developing an intercity rail transportation project. He said the actual action was to allocate \$20,000 from the Emergency Fund to Mass Transit Division of the Department of Transportation to prepare a report to the 59th Legislative Assembly on the potential of intercity rail service and was to be coordinated with the Department of Energy and the Public Utility Commissioner. These agencies were to assist in conducting the study to address the legal and economic feasibility of service. Now that the staff has the official records of the Emergency Board, he indicated that meetings are being set up with the agencies. Mr. Moore said the Division expects to return next month to the Commission with a work outline.

Mr. Moore mentioned that after meeting with the officials of Greyhound that the Division has decided not to proceed any further in the Willamette Valley Experimental Transportation Project on bus service until such time as their proposed new routes and schedules are released and analyzed.

MOTOR VEHICLES DIVISION

Mr. Ott reported on the vehicle registration count for 1975 which is used as the basis for the distribution of funds to the counties from Highway funds.

Mr. Ott stated that the DEQ emissions inspections in the Portland metropolitan area appear to be operating smoother and that this Division is continuing working with the DEQ Task Force.

Mr. Ott mentioned that one of his executives was charged with criminal contempt of court in Portland and this charge was later dismissed.

Mr. Ott presented to the Commission graphs of Motor Vehicles Fuels Tax Cumulative Net Revenue and the Registration Fee Revenue for January and February 1976. (Copy on file in the Commission's files, Salem.)

Mr. Ott presented a report of the Division's plan to expand the availability of driver's licensing service to Wallowa County and to make available for the first time the advantages of full vehicle registration and titling service. He said this was approved by the Joint Committee on Ways and Means at its 1975-77 budget report to the Division. The proposed service will include a new mobile Division office. The mobile office that will serve Wallowa County is one of two authorized by the Emergency Board in November 1975 as part of the Division's plans for the implementation of the photo driver's license program. The Division will present a progress report to the Emergency Board prior to July 1, 1976. Mr. Ott presented the following present and proposed services to Wallowa County:

(continued on page 1460)

	Service Provided by	Service Type	Days of the Week	Time	Location
P R E S E N T	DMV Travel Team (1 man)	Full driver licensing service	Every Thursday	10-12 a.m. 1-3 p.m.	Cloverleaf Hall
	County Sheriff	Limited vehicle registration service (no plates or stickers)	Monday through Friday	8:30 a.m. to 5 p.m.	Courthouse
P R O P O S E D	DMV Mobile Office (2 men)	Full driver licensing and registration services (plates and stickers available)	Monday & Tuesday, every second week	Monday: 11-12 a.m. 1-5 p.m. Tuesday: 8-12 a.m.	Courthouse
	County Sheriff	Same as at present			

After considerable discussion, the Commission accepted his report.

DEPARTMENT OF TRANSPORTATION Director's Report

The Commission set Tuesday, April 27, 1976, as the date for their next regular meeting. (Date changed later to April 23, 1976.)

Mr. Baldwin presented to the Commission a report on proposed major legislation for the 1977 Session. He said the Executive Department is trying to determine what legislation is desired by the various agencies and to refer to the appropriate interim committees and if possible have legislation prepared and introduced by the interim committees rather than by the agencies. The Commission informed the Director that they want to give this report further study and to advise the Executive Department that the preliminary information sent to them is not final. (Report of proposed legislation on file in the Commission's files, Salem.)

Following Mr. Baldwin's favorable recommendation, the Commission approved transferring \$14,750 from the Office of the Director to the Travel Information Section of the Highway Division to provide for an expanded motion picture program. (Details of additional proposed expenditures on file in the Commission's files, Salem.)

March 30, 1976

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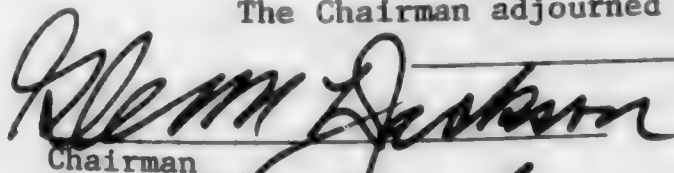
Commissioner Jackson inquired as to the status of the federal aid in Congress. Mr. Baldwin indicated that it is out of the Conference Committee and it is anticipated that it will be ready for the Floor in two to three weeks. Staff will analyze it when the final wording is available. Rapid action is expected when it hits the House and Senate.

DELEGATIONS

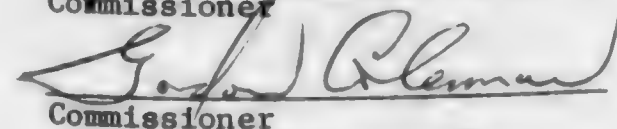
The East-West Highway Committee appeared before the Commission regarding the Federal Highway Act. Present were Bob Mason, Coquille; LaVerne Brodie, Myrtle Point; and Donald G. Williams, Coos Bay. Bob Mason asked what their group could do to support the Commission in getting more funds available for use on primary highways. He informed the Commission that they have been working in that direction. He submitted a letter signed by C. W. Heckard, Chairman of the East-West Highway Committee. The letter indicated their Committee's support for the utilization of interstate funds in constructing the primary system. The Committee has Oregon's Congressional leaders and the State Legislators supporting this concept in the Federal Highway Act. The Commission indicated it's support of this viewpoint. The letter also mentioned the Committee's desire to have the Coquille Bypass of Oregon 42 included in the Six-Year Program. Mr. Mason commended the Commission on the work that has been done in the way of planning and designing on Highway 42. Chairman Jackson said that all highway construction is contingent upon additional highway user taxes and would take their request under consideration.

Eli Bangs of Newport, Cleaner Oregon Resources--Beaches, Inc., appeared before the Commission concerning the beach log removal policy. He said the beach policy should address itself equally to the importance of conserving the natural resources, continuing esthetic and recreational values, and protecting marine life. Mr. Bangs requested that the Commission give consideration to permitting removal of logs from seaward under the guidelines of operation float under controlled conditions. He read his letter to the Commission which outlined various views on the matter. The Chairman thanked Mr. Bangs for his presentation. (Copy of Mr. Bangs' letter on file in the Commission's files, Salem.)

The Chairman adjourned the meeting at 11:10 a.m.

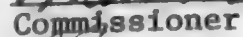

Chairman


Commissioner


Commissioner


Commission Services


Commissioner


Commissioner

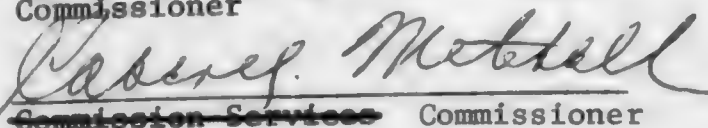

~~Commission Services~~ Commissioner

EXHIBIT A
MINUTES OF 3-30-76

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed on the attachment hereto and report this action for your official records.

Dated this 24 day of Feb, 1976



Glenn L. Jackson, Chairman
Oregon Transportation Commission

Attachment List:

- 1) Options accepted (4) totaling \$3,375
- 2) Sale of 1.0 acre authorized (File S-80)
- 3) Sale of 3.98 acres authorized (File Q142)
- 4) Sale of 0.62 acre authorized (Files 23096, 23097, 23098)
- 5) Sale of 0.57 acre authorized (File 26080)
- 6) Agreement with Bureau of Land Management approved (Files 7180, 7181 & 7182)
- 7) Agreement with Cooper Spur Ski, Inc., approved
- 8) Agreement with Hood River County approved

EXHIBIT A
MINUTES OF 3-30-76

(1) OPTIONS TO PURCHASE REAL PROPERTY

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
1-287.36	Gilman, Lester H. & Norma D.	\$ 315.00
25-1.54	Woolsey, Marjorie B.	90.00
63-8.43	Jackson County Fair Association	1,170.00
63-8.53	Jackson County Fair Association	1,800.00
	4 Transactions	\$ 3,375.00

- (2) Sale of 1.0 acre excess property on the Madras Section of The Dalles-California Highway in Jefferson County for a minimum consideration of \$50.00. File S-80.
- (3) Sale of 3.98 acres excess property on the Jamieson-Lancaster Section of the John Day Highway in Malheur County for a minimum consideration of \$200.00, subject to mineral and geothermal rights. File Q142.
- (4) Sale of 0.62 acre excess property on the Klamath Falls-West Side By Pass Section of The Dalles-California Highway in Klamath County for a minimum consideration of \$500.00, subject to mineral and geothermal rights. Files 23096, 23097, & 23098.
- (5) Sale of 0.57 acre excess property on the Link River-Green Springs Junction Section of The Dalles-California Highway in Klamath County for a minimum consideration of \$300.00, subject to mineral and geothermal rights. File 26080.
- (6) Cooperative Agreement with the U. S. Bureau of Land Management granting B. L. M. the right to construct and maintain a trail along the Pacific Summit across 2 parcels on the Pacific Highway in Jackson County. Files 7180, 7181 & 7182.
- (7) Agreement with Cooper Spur Ski Inc., for snow removal at the Cooper Spur Ski Area in Hood River County.
- (8) Agreement with Hood River County whereby the State will reimburse Hood River County for snow removal it performs at Cooper Spur Ski Area.

2/20/76
[Signature]
Asst. State Hwy. Engr

APPROVED BY CHAIRMAN:
GLENN L. JACKSON
DATE 2-24-76

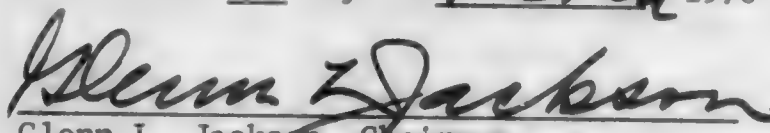
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STATE HIGHWAY ENGINEER
DATE: 2-20-76

EXHIBIT A
MINUTES OF 3-30-76

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed on the attachment hereto and report this action for your official records.

Dated this 1 day of March 1976


Glenn L. Jackson, Chairman
Oregon Transportation Commission

Attachment List:

- 1) Options accepted (8) totaling \$36,655
- 2) Sale of 8.65 acres authorized (Files 2125, 15953)
- 3) Service contracts (4) with Southern Pacific Transportation Company for installation of flashing lights and drop arm gates approved
- 4) Agreement with City of Portland approved

EXHIBIT A
MINUTES OF 3-30-76

(1) OPTIONS TO PURCHASE REAL PROPERTY

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
42333	Ackerley Communications, Inc.	
48641	Moore Mill and Lumber Company	\$ 3,375.00
1-181.48		5,600.00
1-182.50	Ponderosa Inn	
1-214.19	Briggs, Webster	1,305.00
29-11.99	The Active 20-30 Club of Hillsboro	3,525.00
29-11.99	City of Hillsboro	3,135.00
3 Sgn/Sts	Morgan, Casey J.	25.00
4 Sites	Morris, La Rue and Earl	11,690.00
	8 Transactions	8,000.00
		\$ 36,655.00

- (2) Sale of 8.65 acres excess property on the Redmond-Bend Section of the Redmond-Bend Highway in Deschutes County for a minimum consideration of \$3,250.00, half the appraised value, to Deschutes County for stockpiling of materials to be used for the construction or maintenance of public roads and subject to mineral and geothermal rights. Files 2125, 15953. (Real Property Resolution No. 726A)
- (3) Service Contracts with the Southern Pacific Transportation Company for installation of flashing lights and drop arm gates at the following crossings:
- a. Territorial Road near the Pacific Highway East in Clackamas County.
 - b. Gardens Road near the Pacific Highway East in Clackamas County.
 - c. Pacific Highway West in Newberg, Yamhill County.
 - d. Springfield-Creswell Highway (Oregon Street) in Creswell, Lane County.
- (4) Agreement with City of Portland covering portion of Terwilliger Bikeway that is within city jurisdiction. The bikeway will be constructed by the State and, upon completion, the City will perform all maintenance operations. The project is estimated to cost \$76,100 and will be financed with State funds set aside for bicycle-pedestrian trails. (County-City Unit)

APPROVED

E. S. Hunter

Date

2-27-76

- 1465 -

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 3-1-76

2/27/76
[Signature]
Asst. State Hwy. Engr.

EXHIBIT AMINUTES OF 3-30-76
REPORT OF CONFIRMATION OF TELEPHONE ACTION UNDER DELEGATED AUTHORITY

No. 1 Project Middle Bridge Road-Ritter Creek Section
(Contract No. 8331)
Type of Work Grading and Paving F.A. Proj. No. ---
County Baker Highway Baker-Copperfield
No. of Bidders 6 Low Bidder Baker Redi-Mix Inc., Baker
Low Bid \$ 419,335.50
Engineer's Recommendation: Award to low bidder.

No. 2 Project SE Lake Road-82nd Drive Section
(Contract No. 8332)
Type of Work Grading, Paving and Signals F.A. Proj. No. M-0385(1)
County Clackamas Highway FAUS 0385 (SE Oatfield Road)
No. of Bidders 5 Low Bidder Cascade Construction Company Inc., Portland
Low Bid \$ 804,723.82
Engineer's Recommendations: Award to low bidder as soon as approval of
the FHWA and Clackamas County is received and the sum of \$105,300.00
is deposited by the County.

No. 3 Project Clackamas County Traffic Signal Project
(Contract No. 8333)
Type of Work Traffic Signal Installation F.A. Proj. No. M-000S(1)
County Clackamas Highway Various County Roads
No. of Bidders 7 Low Bidder Tice Electric Company, Portland
Low Bid \$ 43,908.00

Engineer's Recommendations: Award to low bidder as soon as approval of
the FHWA and Clackamas County is received and the sum of \$15,000.00
is deposited by the County.

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 3-1-76

EXHIBIT A
MINUTES OF 3-30-76

No. 4 Project Milo McIver State Park
Type of Work Toilet Building (Contract No. 8334)
County Clackamas Highway Clackamas County
No. of Bidders 8 Low Bidder Turf Irrigation & Construction Co., Inc., Eugene
Low Bid \$ 56,798.50

Engineer's Recommendation: Award to low bidder as soon as approval of the
Bureau of Outdoor Recreation is received.

No. 5 Project Idaho Avenue Interchange (Ontario) Section
Type of Work Roadside Improvement (Contract No. 8335)
County Multnomah Highway Old Oregon Trail
No. of Bidders 9 Low Bidder Ben Castile Landscaping, Lake Oswego
Low Bid \$ 77,824.00

Engineer's Recommendations: Award to low bidder as soon as approval of
the Federal Highway Administration is received.

No. 6 Project Center Street Bridge (Front Street Off-Ramp) Section
Type of Work Grading, Paving, Str, Sign, Illum. (Contract No. 8336)
County Marion Highway Willamina-Salem
No. of Bidders 11 Low Bidder RDM Constructors & Freedom Bridge, Salem
Low Bid \$ 399,072.63

Engineer's Recommendations: Award to low bidder.

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 3-1-76

EXHIBIT A
MINUTES OF 3-30-76

No. 7 Project Hawthorne Bridge Section
Type of Work Cable Replacement (Contract No. 8337)
County Multnomah F.A. Proj. No. M-0970(1)
Highway FAUS 0970
No. of Bidders 3 Low Bidder F. G. Scott Construction Company, Salem
Low Bid \$ 130,047.00

Engineer's Recommendation: Award to low bidder as soon as approval of the FIWA and Multnomah County is received and the sum of \$16,240.00 is deposited by the County.

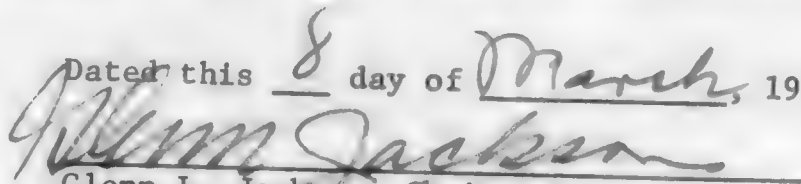
On March 1, 1976, I accepted the Administrator and State Highway Engineer's recommendations for award of the projects on which bids were received February 26, 1976, and authorized him to sign the contracts when conditions for the awards have been met.

Dated this 8 day of March / 76
Glenn L. Jackson
Glenn L. Jackson, Chairman
Oregon Transportation Commission

EXHIBIT A
MINUTES OF 3-30-76

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed on the attachment hereto and report this action for your official records.

Dated this 8 day of March, 1976

Glenn L. Jackson, Chairman
Oregon Transportation Commission

Attachment List:

- 1) Options accepted (3) totaling \$1,495
- 2) Sale of property (Files 1796, 11903A, Parcel 1)
- 3) Sale of property (Files 1796, 11903A, Parcel 2)
- 4) Sale of property (File 11903A, Parcel A)
- 5) Sale of property (File 11903A, Parcel B)
- 6) Supplemental agreement with Medford Irrigation District approved
- 7) Agreement with Summit Ski Area approved
- 8) Agreement with City of Chiloquin approved

EXHIBIT A
MINUTES OF 3-30-76

(1) OPTIONS TO PURCHASE REAL PROPERTY

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
48085	The Heirs of B. T. and Melissa Hall	\$ 980.00
48944	Woolley, Donna P.	10.00
5-160.50	National Advertising Company Jackson, Jeron	505.00
3 Transactions		\$ 1,495.00

- (2) Sale of 1.15 acres excess property on the Chemult Section of the The Dalles-California Highway in Klamath County for a minimum consideration of \$250.00. Files 1796, 11903-A, Parcel 1.
- (3) Sale of 1.86 acres excess property on the Chemult Section of the The Dalles-California Highway in Klamath County for a minimum consideration of \$525.00. Files 1796, 11903-A, Parcel 2.
- (4) Sale of 3.21 acres excess property on the Beaver Marsh-Lenz Section of the The Dalles-California Highway in Klamath County for a minimum consideration of \$900.00. File 11903-A, Parcel A.
- (5) Sale of 3.21 acres excess property on the Beaver Marsh-Lenz section of the The Dalles-California Highway in Klamath County for a minimum consideration of \$900.00. File 11903-A, Parcel B.
- (6) Supplemental Agreement with the Medford Irrigation District for handling irrigation water on the Ross Island-Lazier Lane Section of the Jacksonville Highway in Jackson County.
- (7) Agreement with Summit Ski Area for snow removal at the Summit Ski and Recreational Resort in Hood River County for the 1975-1976 winter season.
- (8) Letter-form agreement with City of Chiloquin for installation of railroad crossing protection at the Chocktoot Street crossing of Southern Pacific Transportation Company's Cascade Main tracks, Crossing CF-456.60. The project is eligible for 90% Federal Aid Funding under Section 203 of Title II, Highway Safety Act of 1973. Matching monies will be 7½% State Grade Crossing Protection Fund \$4,875 and 2½% City Funds \$1,625 with no expense to the Highway Division.

Approved 3/5/76
[Signature]
Asst. State Hwy. Engr

APPROVED
[Signature]
E. S. HUGGOT
Date 3-5-76

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE 3-8-76

TO: Oregon Transportation Commission EXHIBIT A
SUBJECT: Report of Actions Taken Under Delegated Authority MINUTES OF 3-30-76

(1) OPTIONS TO PURCHASE REAL PROPERTY

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
45278	Wildgrube, Fred L. and Elizabeth A.	\$ 2,100.00
46803	Edholm, Elva M.	183,150.00
48258	Phillips Ranch, Inc.	13,530.00
48570	Moore, Thomas A., et al	59,375.00
48713	Temple, John E. and Etta I.	515.00
48839	Wirick, Arthur A. and Stella L.	150.00
	6 Transactions	\$ 258,820.00

- 2) A data reduction agreement with the United Cerebral Palsy Workshop of Oregon providing data processing support for three air quality monitoring stations along the Banfield Freeway Corridor in Multnomah County. The monitoring is to continue until some definite conclusion can be formed. The cost for this work is approximately \$300 monthly. (County-City Unit)
- 3) Letter-form agreement with City of Milwaukie for installation of railroad protection at the 21st Street crossing of the Southern Pacific Transportation Company tracks in Clackamas County. The project is eligible for 90% Federal Aid funding under Section 203 of Title II, Highway Safety Act of 1973. Total estimated cost for the work is \$65,000. Matching monies will be 7½% State Grade Crossing Protection Fund (\$4,875) and 2½% City Funds (\$1,625) with no expense to the Highway Division. (County-City Unit)

3/12/76
[Signature]
Asst. State Hwy. Engr.

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the above items hereto and report this action for your official records.

Dated this 16 day of March 1976

[Signature]
Glenn L. Jackson, Chairman
Oregon Transportation Commission

APPROVED

[Signature]
STATE HIGHWAY ENGINEER

DATE: 3-12-76
- 1471 -

TO: Oregon Transportation Commission EXHIBIT A
SUBJECT: Report of Actions Taken Under Delegated Authority MINUTES OF 3-30-76

(1) OPTIONS TO PURCHASE REAL PROPERTY

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
45278	Wildgrube, Fred L. and Elizabeth A.	\$ 2,100.00
46803	Edholm, Elva M.	183,150.00
48258	Phillips Ranch, Inc.	13,530.00
48570	Moore, Thomas A., et al	59,375.00
48713	Temple, John E. and Etta I.	515.00
48839	Wirick, Arthur A. and Stella L.	150.00
	6 Transactions	\$ 258,820.00

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- 3) Letter-form agreement with City of Milwaukie for installation of railroad protection at the 21st Street crossing of the Southern Pacific Transportation Company tracks in Clackamas County. The project is eligible for 90% Federal Aid funding under Section 203 of Title II, Highway Safety Act of 1973. Total estimated cost for the work is \$65,000. Matching monies will be 7½% State Grade Crossing Protection Fund (\$4,875) and 2½% City Funds (\$1,625) with no expense to the Highway Division. (County-City Unit)

3/12/76
[Signature]
Asst. State Hwy. Engr

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve the above items hereto and report this action for your official records.

Dated this 16 day of March 1976
[Signature]
Glenn L. Jackson, Chairman
Oregon Transportation Commission

APPROVED
[Signature]
STATE HIGHWAY ENGINEER
DATE: 3-12-76
- 1471 -

EXHIBIT A
MINUTES OF 3-30-76

TO: Oregon Transportation Commission
SUBJECT: Report of Confirmation of Telephone Action Taken
Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the actions listed below and report this action for your official records:

- 1) Amendment to option from Robert R. Dickey, et al, approved December 9, 1975, on file 48643, Biddle Road Interchange of the Crater Lake Highway in Jackson County, increasing the consideration of the exchange parcel by \$350 over the parcel acquired. Approved March 3, 1976.
- 2) Repair contract with Hans Hoerman Construction covering dwelling at 5904 S.E. Lafayette on the Mt. Hood Freeway in Multnomah County. Amount of contract \$4,830. Approved February 25, 1976. (File 47814)

Dated this 16 day of March, 1976

Glenn L. Jackson
Glenn L. Jackson, Chairman
Oregon Transportation Commission

EXHIBIT A

TO: Oregon Transportation Commission MINUTES OF 3-30-76

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) OPTIONS TO PURCHASE REAL PROPERTY

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
41827	Binkley, Carl B. & Lucille E.	\$ 700.00
48483	Oregon State Board of Control	9,360.00
48489	DeMent, Inez E.	65,000.00
48802	Cabax Mills, Inc.	3,800.00
48807	Riekkola, Archie	150.00
48813	Cabax Mills, Inc.	200.00
1W-22.38	National Advertising Co.	650.00
4-280.74	Thornsberry, Alka & Bessie	120.00
	8 Transactions	\$ 79,980.00

- (2) Correction of approval given March 1, 1976 for the sale of excess lands to Deschutes County to include in the use limitations the extraction as well as stockpiling of material. Files 2125 and 15953. (Redmond-Bend Section of Redmond-Bend Highway, Deschutes County) See Real Property Resolution No. 726B
- (3) Letter-form agreement with City of Roseburg for installation of railroad crossing protection at the Winchester Street crossing of Southern Pacific Transportation Company's mainline tracks, Crossing C-573.03-C. This project is eligible for 90% Federal Aid funding under Section 203 of Title II, Highway Safety Act of 1973. Matching monies will be 7½% State Grade Crossing Protection Fund (\$3,000) and 2½% City funds (\$1,000), with no expense to the State. (County-City Unit)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed above (3 in number) and report this action for your official records.

3/22/76
[Signature]
 Asst. State Hwy. Engr.

Dated this 24 day of March, 1976

[Signature]
 Glenn L. Jackson, Chairman
 Oregon Transportation Commission

APPROVED
[Signature]

STATE HIGHWAY ENGINEER

DATE 3-22-76

EXHIBIT A
MINUTES OF 3-30-76

TO: Oregon Transportation Commission
SUBJECT: Report of Confirmation of Telephone Action Taken
Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the action listed below and report this action for your official records:

- (1) Option for \$8,000.00 from Douglas L. Pickell for the Medford Maintenance Site on the Rogue Valley Highway in Jackson County. Approved March 18, 1976. File 48843.

Dated this 24 day of March 1976



Glenn L. Jackson, Chairman
Oregon Transportation Commission

EXHIBIT CMINUTES OF 3-30-76
REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ADMINISTRATOR AND STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

<u>Contractor and Contract No.</u>	<u>Section and Highway</u>	<u>Acceptance Date</u>
Cascade Construction Company, Inc. No. 8201	St. Johns Br.-N.W. 31st Ave. (Portland), Columbia River Highway, Multnomah County	February 24, 1976
Robt. H. O'Hair & O'Hair Construction Co., J.V. No. 8296	Hines (Saginaw Ave. N.) Harney County	February 24, 1976
Lord Bros. Contractors, Inc. No. 7845	Steel Br.-S.W. Sheridan St. (Harbor Dr.), Pacific West Highway, Multnomah County	February 24, 1976
M. C. Lininger & Sons, Inc. No. 8096	Birch Ave.-Crater Lake Hwy. (Medford), Rogue Valley Highway, Jackson County	February 27, 1976
Babler Bros., Inc. No. 8049	Irrigon Jct.-Stanfield Jct. Old Oregon Trail Highway Morrow & Umatilla Counties	February 27, 1976
L. W. Vail Co., Inc. No. 8141	Pilot Rock-Nye Junction Pendleton-John Day Highway Umatilla County	March 4, 1976
Hamilton Electric, Inc. No. 8099	N.E. Killingsworth St. at Columbia Blvd., N.E. Portland Highway, Multnomah County	March 15, 1976
Coast Marine Construction, Inc. No. 8241	Middle Fork, Malheur River (Acton) Bridge, FAS 458 Harney County	March 15, 1976
Merlin R. Stam No. 8151	Little Luckiamute River (Elkin Rd.) Bridges, FAS 751, Polk County	March 18, 1976
L.K. Comstock & Co., Inc. No. 8200	Pacific Hwy. E. at Union St. N.E. (Salem), Pacific East Highway, Marion County	March 18, 1976

March 29, 1976

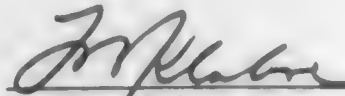

Administrator and State Highway Engineer

EXHIBIT C
MINUTES OF 3-30-76

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ADMINISTRATOR AND HIGHWAY ENGINEER

On behalf of the Commission and under its authority delegated to me to award contracts when conditions have been fulfilled, I awarded the following contracts:

- 1) S.E. Lake Road-82nd Drive Section of FAUS 0385 (S.E. Oatfield Road) in Clackamas County. Bids received February 26, 1976. Contract No. 8332 awarded March 15, 1976, to Cascade Construction Company, Inc., Portland, at \$804,723.82.
- 2) Clackamas County Traffic Signal Project. Bids received February 26, 1976. Contract No. 8333 awarded March 15, 1976, to Tice Electric Company, Portland, at \$43,908.
- 3) Toilet building in Milo McIver State Park in Clackamas County. Bids received February 26, 1976. Contract No. 8334 awarded March 2, 1976, to Turf Irrigation and Construction Co., Inc., Eugene, at \$56,798.50.
- 4) Roadside improvement on Idaho Avenue Interchange (Ontario) Section of the Old Oregon Trail in Malheur County. Bids received February 26, 1976. Contract No. 8335 awarded March 2, 1976, to Ben Castile Landscaping, Lake Oswego, at \$77,824.
- 5) Hawthorne Bridge Section of FAUS 0970 in Multnomah County. Bids received February 26, 1976. Contract No. 8337 awarded March 18, 1976, to F. G. Scott Construction Co., Salem, at \$130,047.



F. B. Klaboe

Administrator and State Highway Engineer

3-26-76

EXHIBIT C
MINUTES OF 3-30-76

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

On behalf of the Commission and under its authority delegated to establish speed zones on highways, I established the following speed zones:

- 1) Speed Zone Order No. 718: Scholls Highway, Vicinity of Beaverton and Tigard, Washington County. Approved: February 27, 1976.
45 MPH from M.P. 5.85 to M.P. 8.87
35 MPH from M.P. 8.87 to M.P. 10.65
30 MPH from M.P. 10.87 to M.P. 12.48
Including a 20 MPH speed zone when children are present at certain sections.
Rescinds Commission action of April 29, 1975. See Speed Zone Rule No. 695.
- 2) Speed Zone Order No. 717: Oregon Coast Highway, Coos County. Approved: February 27, 1976. 40 MPH from M.P. 274.60 to M.P. 274.90. South of Bandon.
- 3) Speed Zone Order No. 719: Nehalem Highway, vicinity of Vernonia, Columbia County. Approved: March 3, 1976.
35 MPH from M.P. 61.66 to M.P. 61.88
25 MPH from M.P. 61.88 to M.P. 61.91
35 MPH from M.P. 62.77 to M.P. 62.97
- 4) Speed Zone Order No. 720: Cascade Highway South, vicinity of Oregon City, Clackamas County. Approved: March 3, 1976.
45 MPH from M.P. 2.72 to M.P. 4.87 including a 20 MPH when children are present from M.P. 3.30 to M.P. 3.41 and M.P. 3.70 to M.P. 3.90


E. S. Hunter
Deputy State Highway Engineer

3-26-76

EXHIBIT C
MINUTES OF 3-30-76

March 19, 1976

Oregon Transportation Commission

Report of Actions Taken Under Delegated Authority
Disposal of Personal Property

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I report this action for your official records:

Disposal of Personal Property:

Miscellaneous Sales	2	\$ 1,650.00
Land Sales	3	33,350.00
Transfers of Property	1	143.00
Rent Revenues-February, 1976		<u>56,851.43</u>
Total		\$91,994.43


[Signature]


 Right of Way Engineer

EXHIBIT E
MINUTES OF 3-30-76

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

By duly adopted delegation order you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I report the following for your official records:

On behalf of the Commission and under its authority delegated to me to make formal offers to purchase real property in preparation for condemnation, I approved making the following:

RICE HILL-NORTH OAKLAND JUNCTION SECTION, PACIFIC HIGHWAY - DOUGLAS COUNTY

R-46296 - Dale A. Bessett et al. 0.20 acre for right of way for construction. Offer \$400.00.

SLICK ROCK CREEK ROAD INTERSECTION SECTION, SALMON RIVER HIGHWAY - LINCOLN COUNTY

R-48737 - John Walter Harbinski et al. 0.2 acre for right of way for construction. Offer \$1,400.00.

Dated this 26th day of February 1976


JOHN R. OAKES, Assistant Right of Way
Engineer

RE: Report of Offers Tendered - 2

EXHIBIT E

TO: Oregon Transportation Commission
MINUTES OF 3-30-76

SUBJECT: Report of Actions Taken Under Delegated Authority

By duly adopted delegation order you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I report the following for your official records:

On behalf of the Commission and under its authority delegated to me to make formal offers to purchase real property in preparation for condemnation, I approved making the following:

GRANTS PASS-NEW HOPE ROAD SECTION, JACKSONVILLE HIGHWAY - JOSEPHINE COUNTY

R-41819 - Richard Charles Combs et al. 0.12 acre for right of way for construction. Offer \$24,150.00.

OUTDOOR ADVERTISING CONTROL ALONG THE DALLES-CALIFORNIA HIGHWAY - KLAMATH COUNTY

R-4-278.17 - Peter L. Barnhisel et al. Taking of lease for sign. Offer \$1,050.00.

SW HAMILTON ST.-SW SLAVIN RD. SECTION, PACIFIC WEST HIGHWAY - MULTNOMAH COUNTY

R-48548 - John McClincy et al. Parcel 1: 75 square feet for right of way for construction of bus lanes; Parcel 2: 660 square feet for temporary easement for construction. Offer \$2,000.00.

TYGH VALLEY STATE WAYSIDE, SHERARS BRIDGE HIGHWAY - WASCO COUNTY

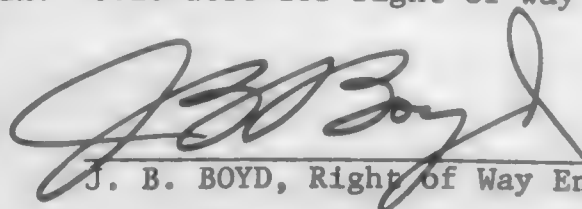
R-47652 - Kenneth C. Webb et al. 10.0 acres for park purposes. Offer \$12,000.00.

VAIL CREEK-SWEET HOME SECTION, SANTIAM HIGHWAY - LINN COUNTY

R-47920 - Donald J. Naeve et al. 9.85 acres for right of way purposes. Offer \$14,000.00.

R-48079 - Gerald D. Horton et ux. 0.10 acre for right of way for construction. Offer \$2,500.00.

Dated this 26th day of January 1976


J. B. BOYD, Right of Way Engineer

RE: Report of Offers Tendered - 6

EXHIBIT G
MINUTES OF 3-30-76

REPORT OF CONDEMNATION CASES TRIED

Defendant	State's Highest written offer made more than 30 days prior to trial	State's Highest Testimony at trial	Defend- ants' lowest demand	Verdict
Robert V. Jewett	\$17,900	\$17,900	\$40,000	\$27,500 *

Attorney Fees: Not yet
known

L-7097

R-48176

Section: Silver Point Slide

Highway: Oregon Coast

County: Clatsop

Approved by: Walter L. Barrie

Date: March 8, 1976

* The ruling of the court in the summary judgment proceedings that the State was collaterally estopped from raising the issue as to the cause of the slide is being appealed.

REPORT OF CONDEMNATION CASES TRIED

Defendant	State's Highest Testimony or offer before filing Complaint	Defend- ants' lowest demand	Verdict	Attorney Fees
Milwaukie Union High District #5	\$ 9,400	\$20,000	*	

L-6579

R-43750

Section: S.E. Hinkley Avenue-Lake Road Interchange

Highway: East Portland Freeway

County: Clackamas

Approved by: Walter L. Barrie

Date: March 22, 1976

* This case was dismissed by the court without notice to the State. The case has now been refiled and will be brought to trial as soon as possible.

EXHIBIT G
MINUTES OF 3-30-76

REPORT OF CONDEMNATION CASES SETTLED

Defendant	State's Offer	State's Highest Appraisal	Amount of Settlement
Thomas O'Sullivan L-7260 R-33127 Section: Wildwood-Forest Boundary Highway: Mt. Hood County: Clackamas Approved by: Walter L. Barrie	\$ 200	\$ 200	\$ 200
Date: March 11, 1976			
Wilfred R. Daggett L-7176 R-48231 Section: Saunders Creek-Mapleton Highway: Florence-Eugene County: Lane Approved by: Walter L. Barrie	\$ 1,325	\$ 1,405	\$ 2,500
Date: March 9, 1976			
Jordan Wells L-7182 R-A-8 Section: Siletz Bay State Airport County: Lincoln Approved by: Walter L. Barrie	\$ 3,160	\$ 3,160	\$ 6,000
Date: March 11, 1976			
Alvin A. Hall L-7227 R-48478 Section: Malheur River Bridge Highway: Olds Ferry-Ontario County: Malheur Approved by: Walter L. Barrie	\$ 50	\$ 50	\$ 250
Date: March 22, 1976			

EXHIBIT G
MINUTES OF 3-30-76

REPORT OF CONDEMNATION CASES SETTLED

Defendant	State's Offer	State's Highest Appraisal	Amount of Settlement
Archie Plummer	\$ 440	\$ 410	\$ 900
L-7253 R-48476 Section: Malheur Pier Bridge Highway: Olds Ferry-Ontario County: Malheur Approved by: Walter L. Barrie			
Date: March 18, 1976			
Archie Plummer	\$ 50	\$ 50	\$ 250
L-7254 R-48477 Section: Malheur Pier Bridge Highway: Olds Ferry-Ontario County: Malheur Approved by: Walter L. Barrie			
Date: March 18, 1976			
Henry Garnjobst	\$27,000	\$35,000	\$38,000
L-7029 R-45449 Section: Columbia River-Pacific Highway Highway: East Portland Freeway County: Multnomah Approved by: Walter L. Barrie			
Date: March 11, 1976			
Luciano E. Giannini	\$37,000	\$46,000	\$52,000
L-7098 R-45471 Section: N.E. Sandy Boulevard-N.E. Glisan Street Highway: East Portland Freeway County: Multnomah Approved by: Walter L. Barrie			
Date: March 15, 1976			

EXHIBIT G
MINUTES OF 3-30-76

REPORT OF CASES FILED BY AND AGAINST THE DEPARTMENT OF TRANSPORTATION

L-7310 William H. Gregory v. State of Oregon, by and through its Department of Transportation, Oregon State Highway Division: This is a lawsuit arising out of a contract claim settlement that was entered into between the plaintiff and the Highway Division in 1975. The claim in the amount of \$389,939.46 was paid by the Highway Division in settlement of various claims for extra work made by the contractor. The contractor is now suing for interest on the claim settlement on the grounds that they were unreasonably delayed after the compromise settlement was entered into. (Contract No. 7942)

The matter has been referred to the Attorney General's office for the defense of the State. (The Dalles-California Highway, Klamath County)

L-7311 Bill Park v. The City of Milton Freewater and the State Highway Division, Department of Transportation: This is a lawsuit arising out of an accident of September 12, 1975, when the plaintiff stepped in a hole between the curbing and the highway surface and broke his foot. The lawsuit is in the amount of \$3,995.07.

The matter has been referred to the State's insurance carrier for the defense of the State. (Oregon-Washington Highway, Umatilla County)

April 9, 1976
Portland, Oregon

The Oregon Transportation Commission met in a special meeting at 9:30 a.m. in the Petite Suite of the Portland Hilton Hotel. Notice of the meeting was made by press release to the newspapers of the general and local circulation throughout the State. Present were:

Glenn L. Jackson, Chairman
Robert L. Mitchell, Secretary
Michael P. Hollern, Member
Tom Walsh, Member
B. Gordon Coleman, Member
Robert A. Burco, Deputy Director of Transportation
Walt Barrie, Chief Counsel
John Earley, Public Affairs
C. W. Head, Manager, Commission Services

There were others present including representatives from the news media.

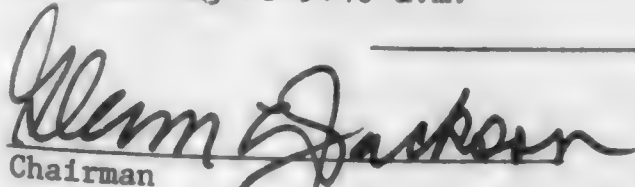
Chairman Jackson stated that the special meeting was called to consider the appointment of a replacement for George M. Baldwin who will retire as Director of the Department of Transportation on April 30, 1976. He indicated that the Commission considered several candidates for the Director and Robert A. Burco was being recommended for the position. Mr. Burco was appointed the new Director of Transportation by unanimous vote effective May 1, 1976.

The Commission by unanimous vote appointed Fred B. Klaboe as Chief of Operations for the Department of Transportation, Administrator and State Highway Engineer.

The Commission voted not to fill the position of Deputy Director of Transportation at least until after the 1977 session of the Legislature.

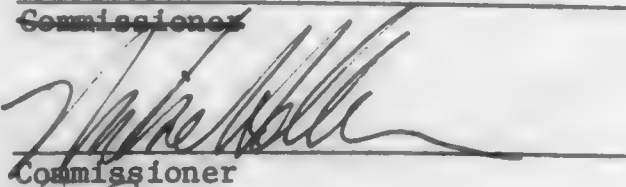
Mr. Burco's and Mr. Klaboe's salaries were set at \$39,576 per year.

There being no further business, the Chairman adjourned the meeting at 9:40 a.m.

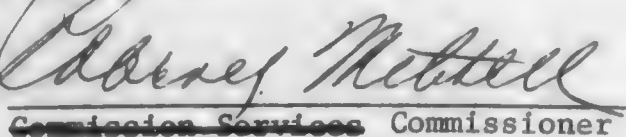

Chairman

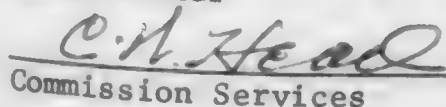
Commissioner


Commissioner


Commissioner


Commissioner


Commission Services Commissioner


Commission Services

April 23, 1976
Salem, Oregon

The Oregon Transportation Commission held their regular meeting at 10 a.m. in Room 122 of the State Highway Building in Salem, Oregon. Notice of the meeting was made by press release to the newspapers of the general and local circulation throughout the State. Present were:

Glenn L. Jackson, Chairman
Robert L. Mitchell, Secretary
Michael P. Hollern, Member
Tom Walsh, Member
B. Gordon Coleman, Member
George M. Baldwin, Director of Transportation
Robert A. Burco, Deputy Director
Jack Sollis, Assistant Counsel
F. B. Klaboe, Administrator and State Highway Engineer
E. S. Hunter, Deputy State Highway Engineer
J. B. Boyd, Right of Way Engineer
Dave Talbot, State Parks Superintendent
Dennis Moore, Administrator of Mass Transit
Chester Ott, Administrator of Motor Vehicles
Roger Ritchey, Deputy Administrator of Aeronautics
Don Streun, Assistant Director for Administration
Robert Royer, Assistant Director for Planning
C. W. Head, Manager, Commission Services

There were others present including representatives from the news media.

The Commission approved the minutes of the regular meeting of March 30, 1976, and the special meeting of April 9, 1976.

HIGHWAY DIVISION

A list of properties needed for highways and other uses was presented by Mr. Boyd. He requested the Commission to declare by resolution the necessity of said properties for the public use to which they are to be put and to authorize him to attempt to agree with the owners of said properties as to price. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful and thereupon adopted "Condemnation Resolution No. 2645," which resolution by this reference is made a part hereof and filed in the Commission's files.

The Commission considered the utilization of Barlow School, East Portland Freeway, in Multnomah County. Mr. Boyd stated that with the completion of the Binnsmead School, Barlow School will be vacated by the Portland School District and the Commission will become the owner of the existing Barlow School. He pointed out this school was in the Mt. Hood Interchange for the Mt. Hood Freeway and subsequent changes have removed the need for the actual taking of

the plant. The East Portland Freeway (I-205) did take for its main-line, portions of the play yard creating a substandard condition for the Portland School District. The Highway Division and the Federal Highway Administration concurred in the functional replacement of the Binnsmead Intermediate School. Mr. Boyd presented the Commission with the following alternatives:

- (1) Dispose of the school proper and retain that portion required for the East Portland Freeway.
- (2) Retain the physical plant and place in a mothball condition.
- (3) Retain the physical plant, renting the building and grounds not immediately needed for the freeway construction.

He said item three above appears to be the most viable alternative utilizing the property in a productive capacity for the number of years yet necessary to place the East Portland Freeway under traffic. An investigation and appraisal have been made of economic rent for a building with this size and type and Mr. Boyd recommended that the Department establish \$5,000 per month minimum based on the premise that the lessee pays the taxes, all utilities, maintains the building and the yard. Following his favorable recommendation, the Commission approved retaining the physical plant, renting the building and grounds.

Mr. Sollis asked if there were any questions in connection with the informational reports previously submitted to the Commission on cases tried, cases settled, and institution of legal proceedings filed against the Department of Transportation since the last Commission meeting. There were no questions. (See Exhibit G on file in the Commission's files, Salem.)

Mr. Sollis presented a quarterly report of property damage claims for the period of January 1, 1976, through March 31, 1976. During this period \$71,805.38 was collected.

Mr. Talbot reported that a lease opportunity for operation of the Frenchglen Hotel in Harney County was advertised in Oregon papers and four bids were received. Ms. Malena Konek was selected as the successful bidder. Mr. Talbot mentioned that she intends to have another couple assist her in the operation of the hotel. Ms. Konek anticipates investing \$8,000 or more in furnishings and equipment to get the hotel open for business about June 1 this year. The contract calls for the lessee to pay the State a minimum of \$50 per month or three percent of the gross sales, whichever is greater, for the first 12 months with first payment due July 1, 1976, and a minimum of \$75 per month or three percent of the gross sales, whichever is greater, each month thereafter until such time as the lease is expired or terminated. The Commission accepted Mr. Talbot's recommendation for approval of this lease through 1978.

Mr. Talbot briefed the Commission on the status of the Willamette River Greenway Plan. He recalled that in June 1975 the Commission sent to the Land Conservation and Development Commission its Willamette River Greenway Plan prepared by the consulting firm of Royston-Hanamoto-Beck and Abby of San Francisco. This plan was revised by the Parks staff in consultation with the Governor's office. During September, October and November 1975, LCDC conducted more than a dozen public hearings, work sessions and meetings in the Willamette Valley. LCDC concluded that preparation of the DOT Plan - the "Green Book" - had not allowed public involvement in terms of LCDC Goal 1, the first of the 14 Statewide planning goals which became effective January 1, 1975. LCDC has instructed DOT to redo the plan by July 1 after local governments have drawn up their boundaries by April 1. Local governments are unable to meet this deadline so DOT is holding up on their schedule. Mr. Talbot said it would be Fall 1976 before a proposed plan and program would be ready for submission to LCDC. He commented that his staff is working diligently with local governments and LCDC. (See complete written report to the Commission dated April 15, 1976, on file in Commission's files, Salem.)

Consideration was given to rules and regulations for State Park areas. Mr. Talbot stated that during the 1974-75 fiscal year the maintenance expenditures for overnight camping in the State Parks exceeded revenue by \$558,000 (expenditures were \$2,049,275 and revenue was \$1,491,529). It has been the Commission policy that camping fees should try to cover the maintenance costs of the campgrounds. Mr. Talbot said the State Parks and Recreation Advisory Committee has recommended that overnight camping fees be increased \$1 to eliminate this deficit. The increase in camping fees would generate approximately \$500,000 additional revenue per year. Public hearings were also held concerning these changes. Following his favorable recommendation, the Commission approved the following changes and adopted "State Parks Resolution No. 39," which rescinds "State Parks Resolution No. 37". (Copy of Resolution on file in the Commission's files, Salem.)

- (1) An increase of \$1 across the board for overnight camping fees;
- (2) Changing the responsibility of issuing visitor permits for special activities from the Region Supervisor to the Park Manager;
- (3) Allowing metal detectors in State Parks on a special permit basis with the permit to be issued by the Park Manager;
- (4) Authorizing the State Park Superintendent to establish special rules on an emergency basis for sixty days rather than thirty days as existing rules state;

(continued on page 1489)

- (5) Revision of the picnic reservation policy to accommodate smaller groups;
- (6) Revision of the club camping policy. Previously groups were required to submit an application including a \$1 reservation fee for each site and an advance deposit of \$2 per site. The new rules would require an application and \$1 reservation fee. All other fees would be paid upon arrival.

(Certified copy of the rules and regulations were filed with the Secretary of State on April 30, 1976, and are to be published in his Administrative Rule Bulletin on May 15, 1976.)

Mr. Klaboe reported on actions taken under delegated authority received for filing with the Commission records. These reports show the actions taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders: (Exhibits on file in the Commission's files, Salem.)

Chairman of Oregon Transportation Commission	Exhibit A
Vice Chairman of Transportation Commission (no report)	Exhibit B
Administrator and Highway Engineer	Exhibit C
Director of Permits (no report)	Exhibit D
Right of Way Engineer (no report)	Exhibit E
State Parks Superintendent (no report)	Exhibit F
Chief Counsel	Exhibit G

The Commission approved Mr. Klaboe's request to increase the contract authorization on the following contract:

- (1) Peter Kiewit Sons' Co., Contract No. 8234, Hilgard-La Grande Section, Old Oregon Trail, Union County, for \$279,609.75 (11.6%). The increase was due to a change to an Iowa system structural overlay on the Lower Perry Overcrossing instead of the less costly membrane waterproofing; providing median drains along the concrete median barrier; and lowering the existing grade line at the Upper Perry Overcrossing structure.

Mr. Klaboe stated that under ORS 366.525 the counties are entitled to receive 20 percent of all funds received from motor vehicle taxes and fees. For the month of March, 1976, the amount credited to the counties was \$2,148,650.77 which amount was released on April 23, 1976, as apportioned. (List of apportionment to the counties on file in the Commission's files, Salem.)

Mr. Klaboe reported that an allocation of 12 percent of the Highway Fund to the cities for the month of March, 1976, in the amount of \$1,289,190.46 will be released on April 30, 1976. (A list of apportionments to the cities on file in the Commission's files, Salem.)

Mr. Klaboe requested approval to appear before the Emergency Board for authority to issue \$10,000,000 in bonds. He said the bond program is included in the 1976-77 Legislative approved budget. Oregon undertook an accelerated highway construction program when President Ford released two billion dollars in impounded Federal funds in February, 1975. The Department planned to obligate \$111,449,613 under this accelerated program utilizing ten million dollars of bond funds to provide the additional State funds to match the Federal funds. During the accelerated construction program last year, the Department utilized the proceeds from the twenty-five million dollar bond sale to provide the State match for this program. Due to the financial condition of the Department, the bonds must be sold in January 1977 to pay for the accelerated construction program. The Commission approved Mr. Klaboe's request to appear before the Emergency Board.

The Commission considered adopting a resolution pertaining to increases in maximum allowable weights for vehicles and combinations of vehicles. Mr. Klaboe said that under existing statutes the Department holds authority to adopt vehicle weights in excess of weights prescribed by statute, provided the weights proposed by the Department are permitted under Federal law. Under the Federal-aid Highway Amendments Act of 1974, the Federal Government adopted a table of vehicle weights which in most instances exceed the weights presently allowed under State law. He pointed out that it is a very comprehensive table and basically provides maximum weights in increments depending upon the number of truck axles and spacing between the axles. The table has been given considerable study and it is recommended that the Commission adopt certain sections of it at this time. The sections that are proposed would be those that would be the greatest economic and efficiency benefits to the industry while not posing threats of damage or increased maintenance costs. The proposed weight increases would also be compatible with recent action taken by adjacent States. The Commission adopted the following sections of the Federal table.

- (1) An increase in gross weights for combinations of vehicles having five or more axles and with overall wheelbases of 40 feet or greater; the weight increases would be in increments as the wheelbase is lengthened, reaching a maximum weight of 80,000 pounds compared to the State's existing maximum weight of 76,000 pounds; and
- (2) Increases in allowable weights carried on a group of two or more axles with spacing from 9 to 13 feet; existing law gives a weight range from 36,000 to 37,100 pounds, the proposed increase would allow a range from 39,000 to 40,000 pounds.

Mr. Klaboe stated the adoption of additional sections of the Federal table at this time would not be advisable. A review of the Federal weight table will be made in the coming months and he proposed that any further revisions be submitted for action by the next Legislature. All necessary requirements with the Administrative Procedures Act

have been met. The Commission adopted "Permit Resolution No. 36," which resolution by this reference is made a part hereof and filed in the Commission's files. (Commissioner Hollern refrained from voting on this item due to a possible conflict of interest.) (A copy of the resolution was filed with the Secretary of State on April 27, 1976, to become effective on May 1, 1976, and will be published in his Administrative Rule Bulletin on May 15, 1976.)

Consideration was given to applying for deferred matching fund requirements. Mr. Klaboe stated that in June 1975 Congress passed Public Law 94-30 to enable States that were experiencing problems with matching funds for jobs let between February 12 and September 30, 1975 (accelerated construction program) to temporarily program jobs with 100 percent Federal dollars and then pay back, interest free, the appropriate matching amounts by January 1, 1977. He said the date was so soon that some contracts would still be under way when payback was required, thus making the provisions of the bill unattractive. The Conference Committee has agreed that the new Federal Highway Act will extend payback requirements to January 1, 1979. The proposal calls for a 20 percent payback on January 1, 1977, an additional thirty percent on January 1, 1978, and the remaining fifty percent on January 1, 1979, interest free. He said the Federal Highway Administration has indicated that the Department may be able to apply the provisions to those projects obligated between February 12 and September 30, 1975. The State match eligible under these provisions totals about \$10.7 million. This action will ease short term cash flow problems. The Commission approved taking advantage of the deferred matching requirements and extended payback provision if the new legislation passes.

Attention was given to a request from Lincoln County for the cancellation of a Federal-aid Secondary Project on the Coast Highway-East City Limits (Lincoln City) Section on Schooner Creek Road. Mr. Klaboe stated that this project was approved by the Commission in February 1974. Due to problems in securing additional right-of-way, the County is requesting that this project be cancelled. Following his recommendation, the Commission cancelled the project.

Upon the recommendation of Mr. Klaboe, the Commission approved subscribing to the Transportation Research Board (Research Correlation Service) for the fiscal year 1977 in the amount of \$26,500. The expenditure is eligible for Federal-aid reimbursement as Highway Planning and Research.

Consideration was given to approving a standard sign for use in Oregon when the road may not be safe for travel at 55 MPH. Mr. Klaboe said that several counties have requested this type of sign and he recommended that "END _____ MPH SPEED ZONE" sign be approved and added to the sign manual. The Commission accepted his recommendation.

The Commission considered cancelling a previously approved Urban System Project on the Clackamas Highway from the I-205 Interchange to Boring Road and approving a traffic signal project in the

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City of Coos Bay at the intersection of the Empire-Coos Bay Highway and Woodland Drive. Mr. Klaboe mentioned that the Coos Bay Project has been investigated and is eligible for funding under the Federal-aid Urban System Program. The Commission accepted Mr. Klaboe's recommendation of canceling and approving the following project:

<u>Jurisdiction</u>	<u>Section</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State's Share</u>
State	I-205 Intchge.-Boring Rd. Clackamas Hwy., FAU 0390	C A N C E L L A T I O N		
Coos Bay	Empire-Coos Bay Hwy. at Woodland Dr., FAU 2671	\$35,000	\$27,300	\$7,700
TOTAL		\$35,000	\$27,300	\$7,700

The Commission considered approving a supplemental agreement with the University of Oregon, Museum of Natural History, to provide archeological research in connection with highway projects. Mr. Klaboe said the agreement which was approved in July 1975 was intended to provide such services to the Department on an on-going basis. This was limited by language which states in part "...including firm commitments to personnel to June 30, 1976...". This has been changed to read "to June 30 of the applicable fiscal year". No additional funds are requested. Upon his recommendation, the Commission approved the supplemental agreement.

The Commission considered abandoning 450 feet of old alignment to Jackson County and 150 feet to the abutting property owners on the Ruch Section of the Jacksonville Highway. The Commission approved the abandonment as recommended and thereupon adopted "Abandonment Resolution No. 550", which resolution by this reference is made a part hereof and filed in the Commission's files, Salem.

Attention was given to approving an agreement with the Associated General Contractors and Urban Indian Program for providing training of asphalt rakers at the Laborers Training School at Camp Adair in Benton County. Mr. Klaboe mentioned that the agreement is to train individuals for work on Federal-aid Highway Projects. The cost of the program is \$70,000 which is 100 percent Federally funded and will extend over a period of 16 months. The Commission approved the agreement as recommended by Mr. Klaboe.

AERONAUTICS DIVISION

No report.

MASS TRANSIT DIVISION

No report.

MOTOR VEHICLES DIVISION

No report.

DEPARTMENT OF TRANSPORTATION
Director's Report

The Commission set Tuesday, May 25, 1976, as the date for their next regular meeting.

Mr. Royer presented to the Commission a report on the third round of State transportation planning meetings. He stated the report summarizes the second round of meetings and covers information that was handed out in advance of the third-round meetings. The report also covers an outline of what the Department is proposing as a program plan which summarizes the highlights of the Department's activities of this biennium, including the major elements for the next budget proposal. In reply to the Chairman's inquiry, Royer said there was good participation at these meetings on the part of subdivisions of government and the public. There was approximately 288 in attendance which was about 45 percent higher than the second round of meetings. (Copy of report in the Commission's files, Salem.)

Mr. Burco submitted to the Commission an informational report on rail studies. The report covers four studies as follows:

- (1) Continuing the study on rail passenger service for the Willamette Valley Corridor.
- (2) A study by consultants for the Federal Rail Administration on a West Coast Corridor from Mexico to Canada. The results were reported to the Federal Rail Administration in January of this year recommending that two subcorridors be studied - the Pacific Northwest Corridor from the Canadian border to Eugene and the California study with linkage between Los Angeles and San Francisco.
- (3) Statewide rail freight planning required nationally by recent 1976 rail reorganization and regulatory reformed legislation.
- (4) Freight planning activities that the Department had intended to engage in as part of the Oregon Transportation Plan. This had been deferred two years because approval for freight planners did not get past the Executive Department last year.

Mr. Burco said programs would be submitted next month on these activities and a request to appear before the Emergency Board. (Copy of report on file in the Commission's files, Salem.)

April 23, 1976

Mr. Streun presented to the Commission a proposed Department of Transportation 1977-79 budget calendar. He said the calendar is based on submitting the budget to the Executive Department on September 1, 1976. (Copy of calendar on file in the Commission's files, Salem.)

DELEGATIONS

The Fossil Community Club Highway Committee appeared before the Commission concerning Highway 19 (John Day Highway) from Spray south in Wheeler and Grant Counties. Present were Herb Wright, Robert D. Hofer, Clarence Asher, V. W. Kirby, George Dunn, Fossil; and August Strecker, Spray. Herb Wright thanked the Commission for the road improvements that have been accomplished during the past several years. He referred to a 25-mile section from M.P. 93 (south edge of Spray) to M.P. 118 at the Rhys Humphrey Ranch which is narrow, uneven and has sharp curves. He mentioned a bridge near M.P. 108 signed "narrow bridge, one-way traffic for trucks and busses only". He also referred to M.P. 115 to M.P. 116 as a dangerous rock and slide area with a curve called Cathedral Rock. Mr. Wright said that they are not asking for a rebuilding of this highway, but would appreciate widening the present roadway, straightening the worst curves and the placing of a new overlay. He said the US Parks Service is adding the John Day Monument area to all the National Park Maps which will increase traffic on this section of highway. He read letters from the Grant County Court, Wheeler County Senior Citizen Advisory Board, Spray Grange, Spray City Council and the National Park Service all urging improvement of Highway 19.

Mr. Hofer, President of the Fossil Community Club, stated the Club concurs in the request for improving this highway. Clarence Asher read a letter from Judge Andrew Leckie of Wheeler County requesting improvement of the highway as planned between M.P. 93.5 and 118. Mr. Kirby thanked the Commission for the recent improvements between Service Creek and Mitchell on Highway 207.

Chairman Jackson informed the group that a 2.2 mile section of Highway 19 is scheduled for contract in August of this year at a cost of approximately \$900,000. He said the Department would look into the possibility of doing some work with State forces.

Norm Schroth, President of Northeastern Oregon Roads, and Mayor Lawrence P. Gray of Hermiston were present concerning Highway 395 (Umatilla-Stanfield Highway) in Umatilla County. Norm Schroth requested improvement of the Hermiston-Stanfield Section of US 395 as authorized under the 1971 Eastern Oregon Bond Program. He asked for immediate funding of this project due to the critical need of providing a suitable highway to meet the increasing traffic load in the greater Hermiston area.

(continued on page 1495)

Mayor Gray said his concern is directed at the north end of Highway 395 from Hermiston to its junction with Highway 730. He pointed out that there are 44 new businesses in this area together with 31 pre-existing, including one race track and rodeo ground for a total of 75 establishments. Mayor Gray mentioned that 50,000 new acres of land have been brought into production using irrigation waters from the Columbia River. Over 2,000 new jobs have been created in the potato processing business. He said PGE has started construction on their new coal-fired generating plant and the Union Pacific Railroad has started a \$15,000,000 expansion of their Hinkle rail facilities. He asked for widening of the highway from Hermiston to the Columbia River from two lanes to four lanes with a continuous left-turn lane.

The Chairman said the Commission is fully aware of its commitment and will proceed with the project (Hermiston-Stanfield Section) just as soon as the funds are available. He said that the northern section from Hermiston to US 730 would have to take its place in the normal allocation of priorities under the Six-Year Construction Program.

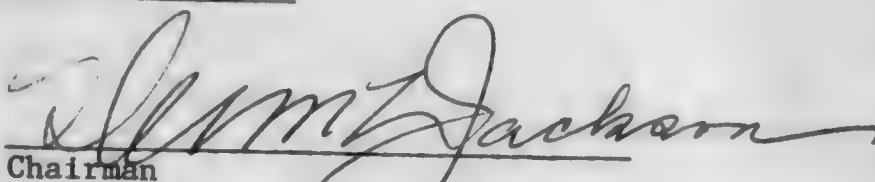
The Commission considered a consulting contract with George Baldwin to perform personal and professional services relating to the analysis of the Department's policy, projects, programs and organization and the analysis and reporting of legislation relating to the Department. This consultant work shall be from May 1, 1976, through June 30, 1977. Chairman Jackson stated that this contract has been developed with the State's guidelines and has the approval of the Executive Department. It was moved by Commissioner Coleman and seconded by Commissioner Walsh that the Commission enter into this consultant agreement. The motion was passed unanimously. Chairman Jackson was authorized to sign the agreement on behalf of the Commission.

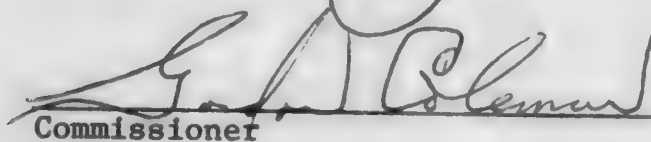
Chairman Jackson asked Mr. Baldwin if he wished to make a statement before he retires as Director on April 30, 1976. Mr. Baldwin called on Cecil Head to read his statement to the Commission. Mr. Baldwin's statement thanked the Commission, the Legislature and the Staff's support of his proposals while he has been Director. He said he was particularly proud of the excellent staff which is oriented toward accomplishments rather than political considerations. He pointed out some of the changes that occurred since July 1973. Mr. Baldwin said due to changing conditions, energy crisis, inflation, and environmental conflicts it is clear that expectations of the Department are consistently increasing. There is the growing importance of providing improved air, rail and bus services in both urban and rural areas. He said it is essential, however, that these additional needs not cause DOT to lose sight of the tremendous responsibilities for maintaining the primary and secondary highway systems. Mr. Baldwin said that he is complimented that the Commission asked him to remain as a consultant to assist with some unresolved problems and that he would certainly do his

best to be helpful. (Copy of Mr. Baldwin's statement on file in the Commission's files, Salem.)

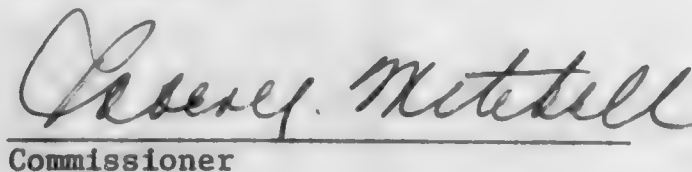
Chairman Jackson on behalf of the Commission thanked Mr. Baldwin for his efforts in meeting the problems of a new approach to transportation in the State. The Chairman said the Commission is looking forward to an effective, aggressive, and productive team play on the part of every individual in the Department.

There being no further business, the Chairman adjourned the meeting at 11:25 a.m.


Chairman


Commissioner


Commissioner


Commissioner


Commissioner


Commission Services

EXHIBIT AMINUTES OF 4-23-76
Oregon Transportation Commission

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) OPTIONS TO PURCHASE REAL PROPERTY

Number	Name	Consideration
48731	Brubaker, Nora	
48808	Browning, C. to W. and Pauline A.	\$ 100.00
4 SR'S	Obie Outdoor Advertising Co.	285.00
	3 Transactions	1,200.00
		\$ 1,585.00

- (2) Agreement with Burlington Northern and Deschutes County for construction and maintenance of the railroad overcrossing at South Century Drive, near Lava, in Deschutes County.
- (3) Signalization Agreement with the Southern Pacific Transportation Co. for grade crossing protection devices at McAndrews Street at Oak Street in Medford, Jackson County.
- (4) Letter-form agreement with City of Lowell for a bikeway-footpath between two schools in Lowell, Lane County. This project is eligible for 90% Federal Aid Funding under Section 230 of Title II, Highway Safety Act of 1973. Total estimated cost of the work is \$1,750. City will provide the 10% (\$175) matching funds with no expense to State. (County City Unit)
- (5) Agreement with City of Portland covering construction and maintenance of West Portland Park and Ride Station. The State is to acquire the right-of-way and construct the station. Upon completion of the project all maintenance and operation will be the responsibility of the City and Tri-Met. The project is currently scheduled for contract at the April 29, 1976, bid opening with an estimated cost of \$2,404,000 utilizing Federal Aid Interstate Funds. (County-City Unit)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the above five items and report this action for your official records.

Dated this 29 day of March, 1976

Glenn L. Jackson
Glenn L. Jackson, Chairman
Oregon Transportation Commission

APPROVED

STATE HIGHWAY ENGINEER

EXHIBIT A
MINUTES OF 4-23-76

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) OPTIONS TO PURCHASE REAL PROPERTY

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
48705	Chase, Edwin A. Jr. & Evelyn R.	\$ 450.00
48710	Hersgard, L. C. & Edna C.	19,500.00
48819	School District No. 4-J	440.00
1-214.19	Matthews, Neva	865.00
	4 Transactions	\$ 21,255.00

- (2) A letter-form agreement with City of Roseburg for the re-location of a traffic signal at the intersection of Diamond Boulevard and Winchester and Jackson Streets in Douglas County. This project is eligible for 90% Federal Aid funding under Section 210 of Title II, Highway Safety Act of 1973. Total estimated cost of the project is \$9,000. The City will provide the 10% matching funds (\$900) with no expense to State. (County-City Unit)

4/2/76
[Signature]
State Highway Engineer

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed above (2) and report this action for your official records.

Dated this 6 day of April, 1976
[Signature]
Glenn L. Jackson, Chairman
Oregon Transportation Commission

APPROVED

[Signature]
STATE HIGHWAY ENGINEER
DATE: 4-2-76

EXHIBIT AMINUTES OF 4-23-76REPORT OF CONFIRMATION OF TELEPHONE ACTION UNDER DELEGATED AUTHORITY

No. 1 Project S. 6th St. Railroad O'xing (Klamath Falls)
(Contract No. 8338)
Type of Work 0.5 Mile Structure Repair F.A. Proj. No. US-31(11)
County Klamath Highway Klamath Falls-Lakeview
No. of Bidders 9 Low Bidder Donald M. Drake Company, Portland
Low Bid \$ 1,174,424.00

Engineer's Recommendation: Award to low bidder as soon as approval of
Federal Highway Administration is received.

No. 2 Project Pacific Hwy. E. U'xing-N. Columbia Blvd.
(Contract No. 8339)
Type of Work 1.21 Miles Signing F.A. Proj. No. I-5-6(84)307
County Multnomah Highway Pacific
No. of Bidders 6 Low Bidder F. G. Scott Construction Company
Low Bid \$ 28,000.00

Engineer's Recommendations: Award to low bidder as soon as approval of
Federal Highway Administration is received.

On March 30, 1976, I accepted the Administrator
and State Highway Engineer's recommendations
for award of the above projects on which bids were
received on March 25, 1976, and authorized him
to sign the contracts when conditions for the
awards have been met.

Dated this 6 day of Apr, 1976
Glenn L. Jackson
Glenn L. Jackson, Chairman
Oregon Transportation Commission

EXHIBIT A
MINUTES OF 4-23-76

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, I approved the following action listed below and report this for your official records:

Approved on March 30, 1976, a supplemental agreement with Warren Whiting Advertising extending the agreement to October 1, 1976, for additional public service information graphics located in rest areas needed to adequately meet the State's commitment for this year.

Dated this 6 day of Apr, 1976

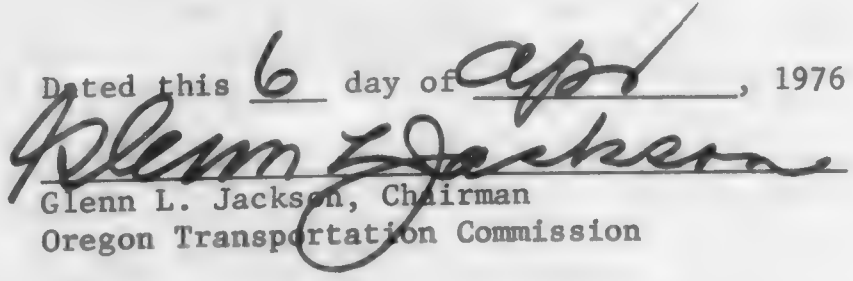

Glenn L. Jackson, Chairman
Oregon Transportation Commission

EXHIBIT A
MINUTES OF 4-23-76

Right of Way Report of April 9, 1976

(1) OPTIONS TO PURCHASE REAL PROPERTY

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
40525	Owens, Geraldine	
40545	Robeson, A. L. and Natalie	\$ 3,200.00
48732	Foster, Eldon B.	8,400.00
		100.00
47984	Jones, Bert (Sign Removal)	50.00
	4 Transactions	\$ 11,750.00

- (2) A cooperative construction-finance agreement with the City of Portland and Macadam Investors Oreg., Ltd. (Johns Landing) providing widening, channelization and bus turn-outs on the Oswego Highway. The State is to perform the preliminary engineering and administer the contract. The City is to furnish the necessary right-of-way. The developer is to pay all costs attributable to the project, and already has on deposit the sum of \$10,000 to cover the cost of preliminary engineering. (Project Management Unit)
- (3) An agreement with the Travel Information Council setting up the amounts that the Travel Information Council will pay the Highway Division for the handling and installation of logo boards and also setting forth the times at which the Travel Information Council will reimburse the Highway Division for the state's share of the cost for the installation of logo boards on the interstate system. The agreement also provides for the Travel Information Council to pay the Highway Division for the state's share of putting up supplemental logo signs and also provides that the council may accelerate payments on the loan to the Highway Division after the amounts due on the contracts recently completed for logo boards on the interstate have been paid. (Legal Unit)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed above (3) and report this action for your official records.

Dated this 14 day of Apr, 1976

Glenn L. Jackson
Glenn L. Jackson, Chairman
Oregon Transportation Commission

APPROVED

STATE HIGHWAY ENGINEER

EXHIBIT A
MINUTES OF 4-23-76
Oregon Transportation Commission

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

(1) OPTIONS TO PURCHASE REAL PROPERTY

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
48748	Gainer, Wallace Jr. & Aline	\$ 1,150.00
48751	Larson, Rolf Samuel	28,200.00
48760	Hamman, James E. & Jean M.	250.00
48767	Olson, Glen L. & Charlotte M.	1,000.00
48845	Porter, Edna	18,000.00
1W-22.38	Burns Brothers Inc.	108.00
2W-8.12		
123-3.90	Bench Advertising Co.	720.00
	7 Transactions	\$ 49,428.00

- (2) Supplemental agreement with Roy Jorgensen Associates, Inc., to develop an equipment cost recovery procedure and to survey elements necessary for equipment management systems for the State. This supplement will extend the contract 107 calendar days to a new completion date of September 15, 1976. Estimated cost is \$13,882. (Maintenance)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed above (7) and report this action for your official records.

4/16/76
State Hwy. Engr
Dated this 20 day of April, 1976

Glenn L. Jackson
Glenn L. Jackson, Chairman
Oregon Transportation Commission

APPROVED

State Highway Engineer
STATE HIGHWAY ENGINEER

DATE: 4-16-76

EXHIBIT C
MINUTES OF 4-23-76

REPORT OF ACTIONS UNDER DELEGATED AUTHORITY BY
ADMINISTRATOR AND HIGHWAY ENGINEER

On behalf of the Commission and under its authority delegated to me to award contracts when conditions have been fulfilled, I awarded the following contracts:

- 1) Work on South Sixth Street Railroad Overcrossing (Klamath Falls) Section of Klamath Falls-Lakeview Highway in Klamath County. Bids received March 25, 1976. Contract No. 8338 awarded April 8, 1976, to Donald M. Drake Company, Portland, at \$1,174,424.
- 2) Signing on Pacific Highway East Undercrossing-N. Columbia Blvd. Section of Pacific Highway in Multnomah County. Bids received March 25, 1976. Contract No. 8339 awarded March 31, 1976, to F. G. Scott Construction Co., Salem, at \$28,000.



F. B. Klaboe
Administrator and Highway Engineer

4-19-76

EXHIBIT C
MINUTES OF 4-23-76

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under
Delegated Authority

On behalf of the Commission and under its authority delegated to establish speed zones on highways, I established the following speed zones:

- 1) Speed Zone Order No. 721: South of Madras, Culver Highway, Jefferson County. Approved March 30, 1976. 50 MPH from M.P. 0.88 to M.P. 2.27.
- 2) Speed Zone Order No. 722: Vic. of White City, Crater Lake Highway, Jackson County. Approved March 31, 1976. 50 MPH from M.P. 5.74 to M.P. 8.03. Rescinds Speed Zone Resol. No. 520.
- 3) Speed Zone Order No. 723: Vic. of Manning, Sunset Highway, Clatsop, Washington and Multnomah Counties. Approved April 2, 1976.

M.P. 0.00 to M.P. 0.10	45 MPH
M.P. 19.32 to M.P. 19.70	50 MPH
M.P. 45.38 to M.P. 48.12	50 MPH
M.P. 71.47 to M.P. 71.95	50 MPH

Rescinds Speed Zone Resolution No. 605 dated 5-16-72.
- 4) Speed Zone Order No. 724: West of Umatilla, Columbia River Highway, Umatilla County. Approved April 16, 1976. 45 MPH from M.P. 182.20 to M.P. 182.60.



F. B. Klaboe
Administrator and Highway Engineer

4-22-76

EXHIBIT C
MINUTES OF 4-23-76

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ADMINISTRATOR AND STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted

<u>Contractor and Contract No.</u>	<u>Section and Highway</u>	<u>Acceptance Date</u>
Allied Paving Corp. No. 8108	Old Oregon Trail Malheur County	March 29, 1976
Coral Corporation No. 8216	4 Highways Multnomah County	April 1, 1976
Hamilton Electric, Inc. No. 8122	Oregon Coast Highway Coos County	April 2, 1976
Hamilton Electric, Inc. No. 8231	McVay Highway Lane County	April 8, 1976
Paul Bros., Inc. No. 7965	Eugene-Springfield Hwy. Lane County	April 12, 1976
Tru-Mix Construction Co. No. 8158	Jacksonville Highway Jackson County	April 12, 1976
Cascade Construction Co. Inc. No. 8180	Pacific West Highway Washington County	April 14, 1976
Gordon H. Ball, Inc. No. 7660	E. Portland Freeway Clackamas County	April 16, 1976

April 22, 1976


Administrator and State Highway Engineer

EXHIBIT C
MINUTES OF 4-23-76

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

By duly adopted delegation order you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I report the following for your official records:

On behalf of the Commission and under its authority delegated to me to make formal offers to acquire real property in preparation for condemnation, I approved the following offers and authorized Mr. J. B. Boyd, Right of Way Engineer, to sign the letter to the owners on the following files:

GRANTS PASS-NEW HOPE ROAD SECTION, JACKSONVILLE HIGHWAY - JOSEPHINE COUNTY

R-48691 - Roscoe J. Allerheiligen et ux. Parcel 1: 0.11 acre for right of way for construction; Parcel 2: 0.03 acre for permanent easement for slopes and drainage. Offer \$3,000.00.

MEDFORD MAINTENANCE SITE - JACKSON COUNTY

R-48844 - Nadine Loween Humphrey. 7500 sq. ft. for maintenance station. Offer \$1,800.00.

MYRTLE CREEK-CANYONVILLE SECTION, PACIFIC HIGHWAY - DOUGLAS COUNTY

R-48656 - Charles W. Pickett et al. 0.75 acre for right of way for construction including its use for revising the Riddle Road Interchange. Offer \$4,500.00.

THE DALLES-CALIFORNIA HIGHWAY - KLAMATH COUNTY

R-4-278.17 - John H. Gerety et al. Sign Lease. Offer \$1,175.00.

VAIL CREEK-SWEET HOME SECTION, SANTIAM HIGHWAY - LINN COUNTY

R-47919 - Timber Service Company et al. 2.25 acres for right of way for construction. Offer \$15,350.00.

R-48149 - Lawrence E. Sloan et ux. 0.05 acre for right of way for construction. Offer \$250.00.

Dated this 5 th day of April 1976


F. B. KLABOE, Administrator & State
Highway Engineer

RE: Report of Offers Tendered -7506-

EXHIBIT C
MINUTES OF 4-23-76

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the actions listed below and report this action for your official records:

- (1) Service contract with Southern Pacific Transportation Company for installation of flashing lights and drop arm gates in Tobias, Washington County. Approved April 21, 1976.
- (2) Sale of 1.74 acres access property on the Sardine Creek Section of the Sam's Valley Highway in Jackson County to the Department of Fish and Wildlife for no consideration but restricted to public recreational use only and subject to mineral and geothermal rights. Approved April 21, 1976. File 5297
- (3) Sale of 3 parcels containing 1.57 acres, 1.66 acres and 1.43 acres on the Brothers-Harney County Line Section of the Central Oregon Highway in Deschutes County for a minimum consideration of \$60.00 apiece, subject to mineral and geothermal rights. Approved April 21, 1976. File 11554
- (4) Release of slope easements containing 0.3 acre on the North Roseburg-Winchester Section of the Oakland-Shady Highway in Douglas County to Kaiser Aetna on the condition lateral support to the highway is not impaired. Approved April 21, 1976. File 16510 et al
- (5) Demolition contract with E. S. Ritter & Company for the low bid of \$2,200.00 for removal of the railroad depot building on the Center Street Bridge (Front Street Off-Ramp) Section of the Willamina-Salem Highway in Marion County. Approved and signed April 2, 1976.
- (6) Service Contract Number 76-007 with Southern Pacific Transportation Company for installation of flashing lights and drop arm gates at the Lebanon crossing of the Santiam Highway in Linn County. Approved April 21, 1976.
- (7) Service Contract Number 76-006 with the Southern Pacific Transportation Company for installation of flashing lights and drop arm gates at the crossing of Pine Street in Central Point, Jackson County. Approved April 21, 1976.

EXHIBIT C
MINUTES OF 4-23-76

- (8) Power Line Crossing Agreement with the Union Pacific Railroad on the Hilgard-LaGrande Section of the Old Oregon Trail Highway in Union County. Approved April 21, 1976.
- (9) Sewer Refund Agreement with the City of Tualatin in connection with property on the South Tigard Interchange-East Portland Freeway Section of the Pacific Highway in Washington County. Approved April 21, 1976. Files 46045 and 46045
- (10) Agreement with Crook County for providing right of way services in connection with the acquisition of right of way for the Ochoco Highway-Old Dry Creek Road Section of the Mill Creek County Road. Approved April 21, 1976.
- (11) Agreement with the City of Bend for providing right of way services in connection with the acquisition of property for the Bend Airport at Bend, Deschutes County. Approved April 21, 1976.

Dated this 21st day of April 1976

F. B. Klaboe

F. B. Klaboe, Administrator and State
Highway Engineer

EXHIBIT G
 MINUTES OF 4-23-76
 REPORT OF TRIAL OF OTHER CASES - State Defendant

Plaintiff	Cause of Action	Demands of Plaintiff	Verdict or Judgment
Faydrex, Inc. L-7162 County: Jackson	Inverse Condemnation	\$3,000 for termination of right to place sign on its prop- erty.	\$3,000 but State plans to appeal.
Daniel J. Desler L-7266 County: Lane	Writ of Review	Vacation of Order grant- ing Conditional Use Permit	Order Sustained.
Ervin E. Johnson L-7194 County: Lane	Suit for Declaratory Judgment	Declaration that covenant in plaintiff's deed null and void.	Defendant. Covenant valid.

EXHIBIT G
 MINUTES OF 4-23-76
 REPORT OF CONDEMNATION CASES SETTLED

Defendant	State's Offer	State's Highest Appraisal	Amount of Settlement
Victor Yuckert	\$43,500	\$46,000	\$49,750

L-7067
R-47207

Section: N.E. Sandy-N.E. Glisan
 Highway: East Portland Freeway
 County: Multnomah
 Approved by: Walter L. Barrie

Date: April 14, 1976

REPORT OF SETTLEMENT OR DISPOSITION OF CASES OTHER THAN CONDEMNATION

Plaintiff	Defendant	Cause of Action	Demand of Plaintiff
State of Oregon	John H. Pardon	Specific Performance	Defendant asked to remove garage from right of way in accordance with agreement

L-7323
 County: Douglas
 Settlement: Right-of-way granted defendant an easement allowing garage to remain on right of way. Thus, it was necessary to dismiss the suit.

EXHIBIT G

MINUTES OF 4-23-76
REPORT OF CASES FILED BY AND AGAINST THE DEPARTMENT OF TRANSPORTATION

L-7315 Lola May Stose v. State of Oregon: This case arises out of an accident that occurred on August 18, 1974, when the vehicle in which plaintiff was the passenger collided with a vehicle on Highway 99W at the intersection of Helmick Park Road and 99W. The allegation of negligence relates to the failure of the Highway Division to maintain a stop sign at said intersection in a position that was visible to oncoming traffic. That the stop sign was not placed in a position to provide a safe stopping distance. The amount of the lawsuit is \$45,000.

The matter has been referred to the State's insurance carrier for the defense of the State.

L-7316 Melvin Spaght and Eileen Spaght, husband and wife, v. State of Oregon: This case involves a right of access of defendant. Defendant applied for a permit to change his access in September, 1972. The permit was granted with specified conditions. Defendant did not fulfill the terms of the permit and in accordance with the Oregon Statutes, the Highway Division closed defendant's access. Defendant is seeking a preliminary injunction requiring the Highway Division to remove the barrier on his access and a declaration by the court that he need not have applied for a permit for the change of access. This access is located in Coos County, Coos Bay, Oregon.

The matter has been referred to the Department of Justice for the defense of the State.

L-7317 John Powelson, et ux., v. State of Oregon: This is an inverse condemnation case against the Department of Transportation arising out of the actions of J. C. Compton Company and a subcontractor, J2K Construction Company, who allegedly deposited waste material on the plaintiff's property in the process of constructing the Marquam Interchange-North Tigard Interchange Section of I-5. The amount of the lawsuit is \$50,000.

The matter has been referred to the Department of Justice for the defense of the State.

L-7318 State of Oregon v. James Willis: This suit is to recover \$482.77 from defendant which was due for scrap metal received by defendant from plaintiff in accordance with a written contract. Defendant resides in Gervais, Oregon, Marion County.

This matter has been referred to the Department of Justice for handling.

EXHIBIT G
MINUTES OF 4-23-76

L-7319 State of Oregon v. Fourth Sisters Condominium Company: This is an action in trespass brought against the defendants who intentionally cut trees from Sisters State Park in Deschutes County.

The matter is being handled by the Department of Justice.

L-7320 State of Oregon v. Paul White: In this case, defendant and defendant's landlord, who will be joined as a party, are wrongfully withholding possession of property owned by the Highway Division. Defendant has placed a mobile home on Highway Division's property. This action seeks to have the Highway Division's title to the property affirmed and seeks damages for defendant's possession of the property, John McHaley D.L.C. in Marion County.

The matter is being handled by the Department of Justice.

L-7321 Portland Inn, Inc. and United Parcel Service, Inc. v. State of Oregon: Plaintiff seeks a review of the Department of Transportation's action in approving the Swan Island Truck Route in Multnomah County.

The matter has been referred to the Department of Justice for the defense of the State.

L-7323 State of Oregon v. John H. Pardon and Joyce M. Pardon: This case involves an agreement between the defendant's successor in title and the State of Oregon requiring defendant's successor to remove a garage from highway right of way, Garden Valley Road-Fairgrounds Road Section of the Pacific Highway in Douglas County. This suit seeks specific performance of the agreement by defendant.

This matter is being handled by the Department of Justice.

May 25, 1976
Salem, Oregon

The Oregon Transportation Commission held their regular meeting at 10 a.m. in Room 122 of the State Highway Building in Salem, Oregon. Notice of the meeting was made by press release to the newspapers of the general and local circulation throughout the State. Present were:

Glenn L. Jackson, Chairman
Robert L. Mitchell, Secretary
Michael P. Hollern, Member
Tom Walsh, Member
B. Gordon Coleman, Member
Robert A. Burco, Director of Transportation
Walt Barrie, Chief Counsel
F. B. Klaboe, Chief of Operations
E. S. Hunter, Deputy State Highway Engineer
R. N. Bothman, Assistant State Highway Engineer
J. B. Boyd, Right of Way Engineer
Dave Talbot, State Parks Superintendent
Robert Royer, Assistant Director for Planning
Dennis Moore, Administrator of Mass Transit
Harvey Ward, Deputy Administrator of Motor Vehicles
Paul E. Burket, Administrator of Aeronautics
C. W. Head, Manager, Commission Services

There were others present including representatives from the news media.

The Commission approved the minutes of the regular meeting of April 23, 1976.

HIGHWAY DIVISION

A list of properties needed for highways and other uses was presented by Mr. Boyd. He requested the Commission to declare by resolution the necessity of said properties for the public use to which they are to be put and to authorize him to attempt to agree with the owners of said properties as to price. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful and thereupon adopted "Condemnation Resolution No. 2646," which resolution by this reference is made a part hereof and filed in the Commission's files.

Consideration was given to approving the signing of a petition for street improvement of S.E. 80th Avenue in the Mt. Hood Freeway Corridor in the City of Portland. Mr. Boyd stated that this street is badly in need of improvement and the estimated cost to the State is \$4,000 in addition to that paid by the private owners. He indicated in this case that it is proper to sign the petition in agreement with the majority of the private owners as it will enhance the neighborhood and the properties owned by the State. Following his favorable recommendation, the Commission approved the petition and authorized Mr. Boyd to sign it.

Attention was given to establishing a policy preventing the use of any highway rights of way to be utilized for outdoor advertising billboards. Mr. Boyd pointed out that in July of 1974, a policy was established which did allow the continued rental of sign sites existing on some highway rights of way. This was right of way purchased for future utilization until needed for transportation purposes. Since that time, there have been numerous complaints from the public and from adjacent owners requesting the signs be removed. He said the removal of these outdoor advertising structures is consistent with the goals and objectives of highway beautification. Mr. Boyd recommended the approval of this policy which will direct the Right of Way Section to cancel all existing sign leases on properties owned by the State. The Commission accepted his recommendation.

Consideration was given to approve the criteria for the sale of excess property. Mr. Boyd mentioned that in delegation orders recently approved, it was necessary to develop criteria for the declaration of property to be sold as excess. This method will give the Division a standard procedure that will protect the State from sales of property which should be preserved for transportation use. Upon his favorable recommendation, the Commission approved the criteria for the sale of excess property. (Copy of criteria on file in the Commission's files, Salem.)

Mr. Barrie asked if there were any questions in connection with the informational reports previously submitted to the Commission on cases tried, cases settled and institution of legal proceedings filed against the Department of Transportation since the last Commission meeting. There were no questions. (See Exhibit G on file in the Commission's files, Salem.)

Following Mr. Barrie's recommendation, the Commission took the following action concerning delegation orders:

- (1) Rescinded Delegation Order No. 14 (replaced by Delegation Order No. 20).
- (2) Adopted Delegation Order No. 20.

Pursuant to the provision of ORS 184.635 and in order to provide for a more efficient and expeditious administration of the Department's Divisions, the authority of the Commission to act in the matters listed below is hereby delegated to the Chairman, or in the event of his unavailability, the Vice-Chairman of the Oregon Transportation Commission.

- a. Approve all contracts and agreements entered into by the Department's Divisions except those delegated to

the Administrators of those Divisions or the State Highway Engineer and except consultant contracts of more than \$20,000.

- b. Approve grants of access to State Highway rights-of-way.
 - c. Accept options or other documents relating to the acquisition of property of any kind which the Oregon Transportation Commission has statutory authority to acquire, except those transactions delegated to the Divisions' Administrators or the State Highway Engineer.
 - d. Accept donations of real or personal property.
- (3) Amended Delegation Order No. 16 by deleting the words "Administrator and" from the 4th and 5th lines of the first paragraph, and add item no. 69 on page 6 to approve and execute agreements with other governmental bodies employing the services of the Right of Way Section of the Highway Division in their land acquisition programs.

Mr. Barrie reported that the Maywood Park litigation is still pending in the Multnomah County Circuit Court. He said that he argued the case to the court on April 30, 1976, and the court has taken the matter under advisement but has not yet rendered a decision. This is with respect to the interpretation to be given Multnomah County's purported termination by resolution of the earlier throughway agreements and the right of Maywood Park then to assert its own jurisdiction to require such agreements. A decision is expected within the next two weeks.

Mr. Talbot reported that due to problems with the sewage disposal system, the Umpqua Lighthouse State Park Campground was closed in September 1975. The State Health Division and Department of Environmental Quality indicated that the best long-term solution was to convert both water and sewer systems to hook into nearby municipal-regional facilities. He pointed out that negotiations to achieve this objective have been slower and more complicated than originally planned and there is no chance that the campground can be opened this season. Mr. Talbot indicated that negotiations will continue with local authorities with the hope that all improvements can be accomplished for the 1977 season.

Mr. Talbot stated that he had recently talked to Mrs. Robert (Nani) Warren, Chairman of the Columbia River Gorge Commission, and that her appearance before the Commission later this morning is to

bring the Commission up-to-date on the activities of the Columbia River Gorge Commission and to keep communication lines open. He said the Gorge Commission is set up by the Legislature and funded by the Highway fund (1973-1975 \$6,600 and 1976-1977 \$10,545). The primary mission is the protection of the Columbia River Gorge. The State's ownership in the Gorge consists of 26 parks and 5,902.22 acres and has a staff of approximately 25 persons in that area. Over the last five years, \$410,090 has been spent for land acquisition and \$431,338 for park improvements.

Mr. Talbot presented for the Commission's consideration Notifications of Intent by property owners to make various types of improvements along the Rogue River Scenic Waterway. He stated that these requests had been carefully reviewed as to their compliance with the Scenic Waterways Act. The Commission acted on the following Notifications of Intent for reasons as stated in Mr. Talbot's letters to the Commission insofar as their authority over the Scenic Waterways Act is concerned:

- (1) Approved a request from Bernard E. McClannahan to construct a single-family residence, T 35 S, R 7 W, Section 26, Lot 1600, on the left bank of the river in river mile 83 just downstream from the Robertson Bridge, in Josephine County.
- (2) Approved a request from Robert D. Boothe to construct a single-family residence in river mile 83, T 35 S, R 7 W, Section 25, Tax Lot 2803, just upstream from the Robertson Bridge, in Josephine County.

The Commission considered renewing an agreement with Oregon State University for the planning, development, operation, supervision and administration of the seasonal park naturalist program from June 14 to September 10, 1976. Mr. Talbot said the program will be conducted at the same nine parks where it was held successfully in 1975. The estimated cost is \$42,965.51. Following his recommendation, the Commission approved the agreement.

Attention was given to an application from the Port of Gold Beach to construct an outfall line across the ocean shore at the south jetty of the Rogue River at Gold Beach in Curry County. Mr. Talbot stated the outfall line would serve the disposal system of a local seafood processing plant, which is presently overloading the city's sewage treatment plant. The line is proposed to be buried to a point of departure onto the jetty. At this point, a line will be extended on the south side of the jetty for discharge westerly of mean low water as a summer discharge point. An alternate winter discharge line will be extended over the jetty into the Rogue River. He indicated a proposed pipeline installation has the endorsement of the Department of Environmental Quality and the Department of Fish and Wildlife. A hearing was held at Gold Beach on May 17, 1976, concerning this matter and there were no adverse comments. Upon his favorable recommendation, the Commission approved the beach permit application.

Mr. Talbot reported on charging entrance fees at two historical areas, the Yaquina Bay Lighthouse in Lincoln County and Fort Stevens in Clatsop County. He said these areas will be open to the public this summer and suggested that the State charge a minimum fee to help meet its operational expenditures. In order to charge these fees, it is necessary to go through the rule changing process. He recommended the proposed rule changes as follows:

Fort Stevens:

Operating hours are 10 a.m. to 5 p.m., the third Thursday in June to Labor Day, Thursday through Monday. The area will be open other periods if use warrants it. Fee set at \$.50 per person, with six years of age and under free.

Yaquina Bay Lighthouse:

Operating hours are 12:30 p.m. to 7:30 p.m., the third Thursday in June to Labor Day, Thursday through Monday. The area will be open other periods if use warrants it. Fee set at \$.50 per person, with six years of age and under free.

Mr. Talbot said the State Parks and Recreation Advisory Committee considered this matter at their April 30 meeting and approved the proposal. After the public hearings, official approval by the Commission will be requested.

Mr. Klaboe reported on actions taken under delegated authority received for filing with the Commission records. These reports show the actions taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders: (Exhibits on file in the Commission's files, Salem.)

Chairman of Oregon Transportation Commission	Exhibit A
Vice Chairman of Transportation Commission (no report)	Exhibit B
Administrator and Highway Engineer	Exhibit C
Director of Permits (no report)	Exhibit D
Right of Way Engineer	Exhibit E
State Parks Superintendent (no report)	Exhibit F
Chief Counsel	Exhibit G
Highway Controller	Exhibit H

Upon the recommendation of Mr. Klaboe, the Commission approved the payment of \$400 for annual membership dues in the American Public Works Association.

The Commission approved Mr. Klaboe's request to increase the project authorization on the following contracts:

- (1) Clark Painting Company, Contract No. 8297, Siletz River Bridges (painting), in Lincoln County for \$15,958.75 (24.8%). The increase was due to additional sandblasting and engineering costs.

May 25, 1976

- (2) L. W. Vail, Contract No. 8249, Sharps Corner-Diagonal Road Section, Columbia River Highway in Umatilla County for \$32,942.09 (7.73%). The overrun was due to a revision of the existing illumination at Sharps Corner (Umatilla Bridge connection) and an overrun in the contract general excavation quantity.

Attention was given to the surfacing reconstruction project (4.3 miles) on the Forest Boundary-Little Beech Creek Section of the Pendleton-John Day Highway in Grant County. Mr. Klaboe said that the pavement deterioration is progressing at a rapid rate due to last winter's frost action and an increase in heavy truck traffic. He added that there is considerable heavy truck hauling in the area which is tied to the timber industry and is predicted to be on the increase for the next several years. Patching with State forces of the surface will not be adequate to sustain these heavy loads. The total estimated cost is \$900,000. Mr. Klaboe recommended approval of the project and that it be added to the Six-Year Rural Primary Construction Program. After considerable discussion, the Commission accepted his recommendation.

The Commission considered a request from the Columbia Region Association of Governments (CRAG) to cancel a previously approved Urban System project. Mr. Klaboe mentioned this is a preliminary engineering project involving a transit corridor study in downtown Portland. It has been determined that less coordination of the downtown study is necessary and the required coordination can be accomplished within the Tri-Met organization. Upon the recommendation of Mr. Klaboe, the Commission approved cancellation of the project.

The Commission considered approving a design criteria for pedestrian-actuated traffic signals. Mr. Klaboe said that since the national Manual on Uniform Traffic Control Devices, which is also Oregon's manual, does not specify definite design criteria for pedestrian-actuated traffic signals, it is desirable to establish a standard for the State. Following his favorable recommendation, the Commission adopted the following criteria:

At mid-block locations and at intersectional locations where low volume side streets do not meet warrants for complete signalization, it is recommended that the pedestrian traffic signals consist of pedestrian actuated "WALK" - "DON'T WALK" indications to the cross movement with standard red-yellow-green signals to the highway. It is not intended to provide the side street with signal indications, but to allow these low volume streets to be "STOP" sign controlled.

Consideration was given to approving the installation of advance warning signs at all railroad grade crossings by State maintenance forces. Mr. Klaboe said that most of these locations

are on city streets and county roads not part of the State Highway System. At this time, existing surveys are not accurate enough to determine the precise location where signing is needed. However, an estimate has been made of the extent of this project. Signing on roads that are part of the Federal Aid System amounts to \$41,000 and would be funded out of Section 203 of Title II. Locations not on any Federal Aid System would be funded under Section 230 of Title II and it is estimated that \$130,000 of work is needed. Mr. Klaboe pointed out that funding under Sections 203 and 230 is 90 percent Federal-aid and 10 percent State and local match. The Public Utility Commissioner has agreed to participate in 75 percent of the State's cost of this project. The total cost to the State will be 2.5 percent of the entire project, or \$4,275, and he recommended approval. The Commission approved the undertaking of this work and authorized the State Highway Engineer to approve agreements with local governmental bodies which will allow the State to do the installation and require the local jurisdiction to perform any future maintenance.

Attention was given to a request by the City of Prineville to cancel a previously approved Off-System project for constructing a number of streets in the city (N. Court St., N. Durham St., and E. 5th St. and construct a bridge over the Ochoco Creek on Court St.). Mr. Klaboe stated the City has been unable to obtain the matching funds, and he recommended the cancellation of the project. The Commission accepted his recommendation.

The Commission considered an agreement with the Scappoose School District No. 1J covering the installation of an overhead pedestrian sign with flasher at the intersection of the Lower Columbia River Highway and a private road in the vicinity of the Scappoose High School in Columbia County. Mr. Klaboe stated that the State shall prepare all plans, perform the work, maintain the system and pay the total cost estimated at \$2,500. The project will be funded with Minor Betterment Funds. The School District will pay for all power consumption. The Commission approved the agreement as recommended by Mr. Klaboe.

Consideration was given to an agreement with the City of Yachats for the installation of a pedestrian crossing sign with flashing beacons on the Oregon Coast Highway at Third Street in Lincoln County. Mr. Klaboe said the agreement provides that the State will perform all work and maintain the sign and beacons after installation with the City paying all power costs. The total cost of the project is \$3,500. Federal-aid Title II funds will cover \$3,150 and the remaining \$350 will come from State funds. Following his recommendation, the Commission approved the agreement.

Attention was given to an agreement with the City of Coos Bay for the installation of traffic signals at the intersection of the Empire-Coos Bay Highway and Woodland Drive in Coos County. Mr. Klaboe said the State will prepare all plans and specifications and perform the work. The estimated cost is \$31,000 which will be split \$24,180 Federal Aid Urban Funds and \$6,820 State Funds. After the project is completed, the State will maintain the signals and the

City will pay for all power consumption. Following his favorable recommendation, the Commission approved the agreement.

Consideration was given to approving an agreement with the Federal Highway Administration for an extensive predictive ambient air quality analysis on the Banfield Freeway for high occupancy vehicle lanes in Multnomah County. Mr. Klaboe said the Federal Highway Administration has indicated a great interest in this after-evaluation program and will provide the State with \$150,000 of 100 percent Federal-aid funds to extend this evaluation program for an additional year to July 1, 1977. He mentioned it may be necessary for the Division to provide an additional \$30,000 for the replacement of worn-out equipment. The equipment would remain in State ownership and may be purchased with Federal Highway Planning and Research funds. Upon his recommendation, the Commission approved the agreement.

The Commission considered an agreement with McCann-Erickson, Inc. for continuation of the "Keep Oregon Livable" program until June 30, 1977. Mr. Klaboe pointed out that for the past seven years the Commission, in cooperation with the Governor's Office, has conducted an environmental education and information program called "Keep Oregon Livable." The program seeks to create an awareness by the general public of a number of environmental issues relating to the activities of the Division and to encourage all Oregonians to make an individual commitment toward the preservation of this State's unique livability. He indicated the Division is not sufficiently staffed to conduct these activities on its own. The Governor's Office has reviewed the program proposal and recommends continuation. The total cost of the program will not exceed \$33,800. Funds for the program are available in the Division's General Administration budget. Following his recommendation, the Commission approved the agreement.

Attention was given to adopting a resolution rescinding previous action dated February 16, 1971, to clarify the route designation of the Succor Creek Secondary Highway in Malheur County. Mr. Klaboe explained the original resolution could be interpreted to have designated the present county road as the highway. However, the intent was to designate a route only and the State would not have any maintenance responsibility until such time as a highway had been constructed along the route. The County has concurred in this action. The Commission adopted "Secondary Highway Designation Resolution No. 74A," which resolution by this reference is made a part hereof and filed in the Commission's files, Salem.

The Commission considered approval of the Ontario Port of Entry Station in Malheur County. Mr. Klaboe recalled that in Southern Oregon near Ashland a Port of Entry Station was constructed at a cost of one and a quarter million dollars. Over \$430,000 in fees was collected that the State would not have collected if the Station had not been built. The Public Utility Commissioner did request that additional stations be built at Klamath Falls and Ontario. At that time, the cost to build these stations was much

too high. During the past several months, the Division has worked with the PUC staff on this particular Port of Entry in Ontario. He said the proposed project has been scaled down and will cost approximately \$560,000 to build which should be adequate. It is anticipated that the revenues in the first year of its operation will be over \$400,000. Mr. Klaboe recommended to proceed with construction of the PUC Port of Entry Station in the Ontario area. The Commission accepted his recommendation.

DELEGATION

The Columbia River Gorge Commission appeared before the Commission concerning their activities and concerns. Present were: Mrs. Robert (Nani) Warren, Chairman; Carl Hawkes, Secretary; and Thomas Burgess, Commissioner. Mrs. Warren stated that their Commission appears before the Parks Board annually and confers with Mr. David Talbot regularly. Monthly activity reports of the Gorge Commission are sent to the Governor, the Land Conservation and Development Commission and to the State Parks Office. She explained the activities of their Commission and mentioned their roll as coordinator of the planning and development activities with the three counties involved, CRAG, Forest Service, LCDC and their counterpart in the State of Washington. Mrs. Warren asked the Commission to establish a policy of notifying their Commission of its proposed plans in the Columbia River Gorge. Chairman Jackson informed the delegation that proper liaison and communication will be set up so the Gorge Commission will have advance information of the Highway Division's proposed plans.

Robert Bothman handed to the Commission a status report on the I-205 (East Portland Freeway). The report contained a detailed briefing starting in 1964 to date. Mr. Bothman said the current plan has been designed as a complete transportation facility including six lanes for autos and trucks, a separate two-lane bus facility and a bicycle-pedestrian path. Wherever possible, the facility has been depressed to reduce noise and visual impact. Also to further reduce the effects of the freeway on adjacent areas, earthen mounds (berms) have been included along most of the project. The cost of the project in Oregon at current estimates is \$300,000,000. The cost in the State of Washington is \$48,000,000. The projected use of the facility per day is 200,000 vehicles on the freeway system, 65,000 passengers on the busway and 1,000 people using the bicycle-pedestrian path.

The final proposed design hearing was held May 19, 1976. He mentioned the response at the hearing from the public and various groups represented indicated an overwhelming support for the facility. Of the forty-five persons who testified at the hearing, five did indicate a preference for additional access (the old eight-lane design), sixteen did indicate disfavor of the busway, and very little support was found for the bikepath. A summary of results from the hearing is included in the status report. He said transcripts of the hearing will be mailed in the near future.

Final reviews of the preliminary copy of the final Environmental Impact Statement is now being conducted with the FHWA and is scheduled for completion on June 1, 1976. The City of Portland has scheduled a Council meeting on June 3, 1976, to consider an Ordinance in favor of a design for the I-205 freeway. Multnomah County Board of Commissioners has scheduled a meeting for June 10, 1976, for the same purpose. It is proposed to have the Transportation Commission approve a design for the facility shortly after the County takes action. (Copy of the I-205 status report dated May 25, 1976 on file in the Commission's files, Salem.)

The Commission viewed the video tape which will be shown at meetings around the State concerning the Six Year Highway Construction Program.

AERONAUTICS DIVISION

The Commission considered approval of a request to the Emergency Board for review and approval of the Division's plans to automate the pilot registration system which would increase the Division's Search and Rescue program limitation by \$15,423 for the balance of this biennium. Mr. Burket said the Ways and Means budget report from the 58th Legislative Assembly states that "Any plans to automate the Airman Registration System will be reviewed by the Legislature or the Emergency Board prior to implementation." (A report of a study conducted by DOT Administrative Services on automation of the pilot automation system and a copy of the Data Systems Division "Agency Request and Equipment Justification" were previously sent to the Commission and are on file in the Commission's files, Salem.) The Commission approved the request to submit to the Emergency Board as recommended by Mr. Burket.

Consideration was given to the adoption of a report of the Aurora State Airport Master Plan study (reports were previously mailed to the Commission). Mr. Burket said two public hearings were held in the Aurora area and all comments received from the public, as well as review comments from the Planning Advisory Committee, have been considered and incorporated wherever possible. The requirements of the Land Conservation and Development Commission goals and guidelines for Citizen Involvement and Land Use Planning have been adequately met. This plan projects the forecast needs of the airport for the next twenty years and outlines the improvements needed to meet the forecast needs. Upon his favorable recommendation, the Commission adopted the report. (Copy of report on file in the Commission's files, Salem.)

MASS TRANSIT DIVISION

Mr. Moore presented to the Commission a final report of the Special Transportation Program for the elderly and handicapped. He said the report covers six areas in the State: the City of Albany, Columbia County, Jackson County, the City of Ontario, the City of Portland and Wasco-Sherman Counties. The projects were funded by

local, Federal and State general funds. The State provided up to 25 percent of the project operating costs and up to 50 percent for marketing expenses, while over 50 percent of each project's operating costs were met by local contributions. Mr. Moore said the major findings of the study are:

- 1) Use of transit by mobility limited citizens is increased by providing demand-responsive (door-to-door) transportation services.
- 2) Special transportation systems are not self-supporting.
- 3) Good local managerial expertise is an extremely important element to project success.

He pointed out that although State financial participation terminated in June 1975 all projects have continued to operate. The special transportation projects were not intended to compete with existing transit systems but to create transit systems where needed and to improve service where existing service was inadequate. (Copy of the report available at the Mass Transit Division Office, Salem.)

MOTOR VEHICLES DIVISION

No report.

DEPARTMENT OF TRANSPORTATION Director's Report

The Commission set Tuesday, June 29, 1976, as the date for the next regular meeting.

Following Mr. Burco's favorable recommendation and Mr. Klaboe's concurrence, the Commission appointed H. S. (Scott) Coulter as State Highway Engineer, effective June 1, 1976.

Consideration was given to the approval of an agreement with the Department of Economic Development for port planning services. Mr. Burco pointed out that the 1975 Legislature directed the Department to contract with the Department of Economic Development to pay 70 percent (\$42,900) of the salary costs for services of a DED Port Planner. The Department lacks the technical skills to perform the work related to ports and waterways. DED will provide the Department with memos, reports and other documents that describes work that has been done and is being accomplished by DED with a description of the relationship that that work has to present and future transportation systems. He said these services are provided in support of the Department's overall development of the statewide transportation plan. The agreement has the approval of the Chief Counsel. Upon Mr. Burco's recommendation, the Commission approved the agreement and authorized him to sign it on their behalf.

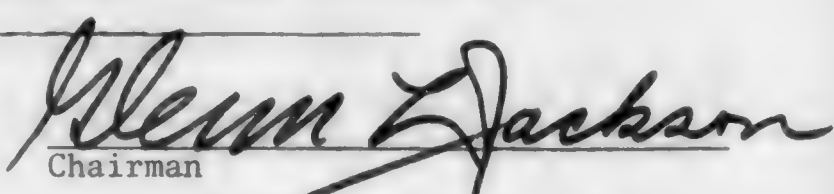
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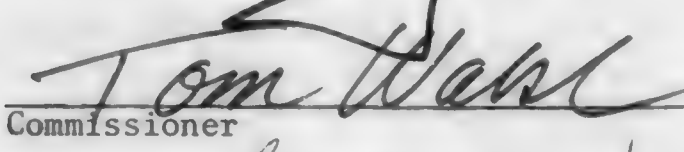
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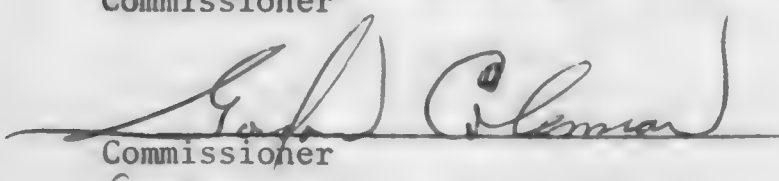
Mr. Burco asked Mr. Royer to present the Northwest Corridor Multimodal Program. Mr. Royer reviewed the past action of the Commission and of the Emergency Board concerning the rail planning. He said the Department would like authority to appear before the Emergency Board at its June meeting with a progress report that shows how the Department is coordinating these various studies. The Commission gave their approval to present the following to the Emergency Board:

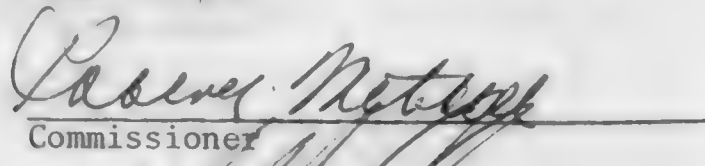
- 1) Report Department's proposed monitoring of the results of the changes Greyhound is expected to be making in July 1976.
- 2) Outlining the study the Department is proposing in response to the \$20,000 intercity rail study requested by the Emergency Board in February 1976.
- 3) Request an increase in the Department's federal funding limitation to utilize the \$110,000 of Federal Railroad funding in place of State funds. (West Coast Corridor Study.)
- 4) Request an increase in the Department's federal funding limitation to carry out freight and rail planning with the \$50,000 authorized by the 4-R Act.

The Chairman adjourned the meeting at 11:55 a.m.


Chairman


Commissioner


Commissioner


Commissioner


Commissioner


Commission Services

NAME
Sachman, Andrew J.
Former Corporati
School District 6
Sanigres, John E.
L. S. Matuech, Jr.
Halvorsen-Mason Co
VanVels, Ward E.
6 Train

Agreement with Multnomah
participation in the I-
Division will re
deposit of \$450,000 plus
for a total of \$534,000
held from that total the
penation to defray the
because Multnomah County

by your duly adopted de
in my official capacity
behalf of the Oregon Tr
to that authority and a
the Commission, I appro
this for your official

APPROVED


EXHIBIT AMINUTES OF 5-25-76

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) OPTIONS TO PURCHASE REAL PROPERTY

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
40501	Bachman, Andrew J. & Margaret E.	\$ 1,000.00
48064	Formeer Corporation	100.00
48722	School District #7, Josephine Co.	325.00
48758	Dahlgren, John & Barbara	1,000.00
48846	L. S. Matusek, Inc.	950.00
	Halvorson-Mason Corporation	113,450.00
48942	VanVorvis, Vardi & Milo	\$ 116,825.00
	6 Transactions	

- (2) Agreement with Multnomah County withdrawing their participation in the I-205 storm sewer system. The Highway Division will refund the County's original deposit of \$450,000 plus accumulated interest of \$84,000 for a total of \$534,000. The Highway Division will withhold from that total the amount of \$87,000 as just compensation to defray the cost of design revisions required because Multnomah County withdrew its participation.

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve the above two items and report this for your official records.

Dated this 18 day of May, 1976

Glenn L. Jackson
Glenn L. Jackson, Chairman
Oregon Transportation Commission

APPROVED

M. L. L. L.
STATE HIGHWAY ENGINEERDATE: 5-14-76

EXHIBIT A
MINUTES OF 5-25-76

REPORT OF CONFIRMATION OF TELEPHONE ACTION UNDER DELEGATED AUTHORITY

No. 1 Project Unity Rock Production
(Contract No. 8340)
Type of Work Rock Production F.A. Proj. No. State
County Baker Highway John Day
No. of Bidders 6 Low Bidder B&H Equipment Co., Inc., Gates
Low Bid \$ 128,820.00
Engineer's Recommendation: Award to low bidder.

No. 2 Project Garden Valley Blvd. Intchge.
(Contract No. 8341)
Type of Work Grade, Pave, Sign., Illum., Ldscp. F.A. Proj. No. I-5-3(106)126
County Douglas Highway Pacific
No. of Bidders 3 Low Bidder S. D. Spencer & Son, Vancouver, WA
Low Bid \$ 170,582.82
Engineer's Recommendations: Award to low bidder as soon as approval is received from FHWA.

No. 3 Project Condon Rock Production
(Contract No. 8342)
Type of Work Rock Production F.A. Proj. No. State
County Gilliam Highway John Day
No. of Bidders 4 Low Bidder W. R. Sutherland, Spokane, WA
Low Bid \$ 55,000.00
Engineer's Recommendations: Award to low bidder.

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE May 10, 1976

EXHIBIT A
MINUTES OF 5-25-76

No. 4 Project Pine Creek Road-Beede Reservoir
(Contract No. 8343)
Type of Work Grade & Pave F.A. Proj. No. FLH-4(9)
County Harney Highway Central Oregon
No. of Bidders 12 Low Bidder Babler Bros., Inc. Portland
Low Bid \$ 2,055,918.75

Engineer's Recommendation: Award to low bidder as soon as approval is received from FHWA.

No. 5 Project White City-Linn Road
(Contract No. 8344)
Type of Work 2.81 mi. Grade & Pave F.A. Proj. No. State Bond
County Jackson Highway Crater Lake
No. of Bidders 5 Low Bidder M. C. Lininger & Sons, Inc., Medford
Low Bid \$ 687,462.00

Engineer's Recommendations: Award to low bidder.

No. 6 Project Little Butte Creek Bridge
(Contract No. 8345)
Type of Work Structure F.A. Proj. No. FAP OS-1500(1)
County Jackson Highway County Road
No. of Bidders 7 Low Bidder Holst Const. Co., Oakridge
Low Bid \$ 181,870.00

Engineer's Recommendations: Award to low bidder as soon as approval is received from Jackson County and the sum of \$45,400.00 is deposited by the County.

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE May 10, 1976

EXHIBIT A
MINUTES OF 5-25-76

No. 7 Project Warner Rock Production
(Contract No. 8346)
Type of Work Rock Production F.A. Proj. No. State
County Lake Highway Warner
No. of Bidders 2 Low Bidder Roy L. Matchett, Inc., Lakeview
Low Bid \$ 84,000.00
Engineer's Recommendation: Award to low bidder.

No. 8 Project Salmon River Hwy. @ Slick Rock Rd.
(Contract No. 8347)
Type of Work 0.21 mi. Grade & Pave F.A. Proj. No. State Bond
County Lincoln Highway Salmon River
No. of Bidders 3 Low Bidder Oceanlake Ready-Mix Co., Lincoln City
Low Bid \$ 67,023.80
Engineer's Recommendations: Award to low bidder.

No. 9 Project Deford Creek Bridge (Contract No. 8348)
Type of Work 0.01 mi. Grade-Pave-Structure F.A. Proj. No. RS-602(1)
County Linn Highway FAS 124
No. of Bidders 9 Low Bidder Barnhardt & Platt Inc., Salem
Low Bid \$ 152,088.00
Engineer's Recommendation: Award to low bidder as soon as approval is received from FHWA and Linn County and the sum of \$19,100.00 is deposited by the county.

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE May 10, 1976

EXHIBIT A
MINUTES OF 5-25-76

No. 10 Project Malheur River (Russell) Bridge
Type of Work Structure (Contract No. 8349)
F.A. Proj. No. RS-23-122(1)
County Malheur Highway FAS 23-122
No. of Bidders 6 Low Bidder Douglas S. Coats Const., Bend
Low Bid \$ 87,043.00

Engineer's Recommendation:

Award to low bidder
as soon as approval is received from Malheur County and the sum of
\$10,900.00 is deposited by the County.

No. 11 Project Lancaster Drive @ State Street
Type of Work Traffic Signal Modification (Contract No. 8350)
F.A. Proj. No. FAP M-1615(1)
County Marion Highway FAUS 1615
No. of Bidders 4 Low Bidder Hansen Electric Co., Inc., Coos Bay
Low Bid \$ 31,763.00

Engineer's Recommendations: Award to low bidder as soon as approval is
received from FHWA and Marion County and
the sum of \$4,365.00 is received from the
County.

No. 12 Project Heppner Rock Production
Type of Work Rock Production (Contract No. 8351)
F.A. Proj. No. State
County Morrow Highway Wasco-Heppner
No. of Bidders 5 Low Bidder B&H Equipment Co., Inc. Gates
Low Bid \$ 54,700.00

Engineer's Recommendations: Award to low bidder.

APPROVED BY CHAIRMAN
GLENN L. JACKSON

DATE May 10, 1976

EXHIBIT A
MINUTES OF 5-25-76

No. 13 Project SW Taylors Ferry Rd.-Lewis & Clark Law School
(Portland) Bikeway (Contract No. 8352)
Type of Work 0.72 mi. Grade & Pave F.A. Proj. No. State
County Multnomah Highway City St. (Terwilliger Blvd.)
No. of Bidders 3 Low Bidder Gibbons & Reed Co., Portland
Low Bid \$ 51,949.00
Engineer's Recommendation: Award to low bidder.

No. 14 Project West Portland Park and Ride
Grade, Pave, Structure, Signing, (Contract No. 8353)
Type of Work Illum., Signals, Ldscping & Bldg. F.A. Proj. No. I-5-6(85)296
County Multnomah Highway Pacific
Lord Bros. Contr. Inc..
No. of Bidders 5 Low Bidder Lord Bros. Equipment Co., Inc., Portland
Low Bid \$ 1,960,738.40
Engineer's Recommendations: Award to low bidder as soon as approval is received from FHWA.

No. 15 Project N. Oswego Ave.-N. Burr Ave. (Portland)
Grade, Pave, Illumination, (Contract No. 8354)
Type of Work Signals & Landscaping F.A. Proj. No. FAP M-0944(4)
County Multnomah Highway FAS 0944 (N. Columbia Blvd)
Columbia West Materials &
No. of Bidders 5 Low Bidder Constructors, Inc., Longview, WA
Low Bid \$ 623,435.50
Engineer's Recommendations: Award to low bidder as soon as approval is received from FHWA and City of Portland and the sum of \$80,310.00 is deposited by City.

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE May 10, 1976

EXHIBIT _____ A
MINUTES OF 5-25-76

No. 16 Project NE Union Ave-NE 82nd Ave.
Type of Work Headlight Glare Shield (Contract No. 8355)
F.A. Proj. No. FAP U-323(27)
County Multnomah Highway Columbia River
No. of Bidders 11 Low Bidder Warren Northwest, Inc., Salem
Low Bid \$ 134,669.30
Engineer's Recommendation: Award to low bidder as soon as approval is received from FHWA.

No. 17 Project SE Foster Rd.-Oregon City Intchge.
Type of Work Roadway Illumination (Contract No. 8356)
F.A. Proj. No. I-205-7(32)299
County Multnomah & Clackamas Highway East Portland Freeway
No. of Bidders 10 Low Bidder L. W. Hembree Co., Portland
Low Bid \$ 261,646.20
Engineer's Recommendations: Award to low bidder as soon as approval is received from FHWA.

No. 18 Project Medical Springs Rock Production (Contract No. 8357)
Type of Work Rock Production F.A. Proj. No. State
County Union Highway Medical Springs
No. of Bidders 3 Low Bidder D Mc D Corporation, La Grande
Low Bid \$ 60,000.00
Engineer's Recommendations: Award to low bidder.

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE May 10, 1976

EXHIBIT A
MINUTES OF 5-25-76

No. 19 Project Lostine River (Wolfe) Bridge
Type of Work Grade, Base & Structure (Contract No. 8358)
County Wallowa Highway FAS 32-106
No. of Bidders 6 Low Bidder Douglas S. Coats Const., Bend
Low Bid \$ 105,321.25

Engineer's Recommendation: Award to low bidder as soon as approval is received from Wallowa County and the sum of \$13,400.00 is received from the County.

On May 10, 1976, I accepted the Administrator and State Highway Engineer's recommendations for award of the projects on which bids were received April 29, 1976, and authorized him to sign the contracts when conditions for the awards have been met.

Dated this 18 day of May, 1976

Glenn L. Jackson
Glenn L. Jackson, Chairman
OREGON TRANSPORTATION COMMISSION

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

(1) OPTIONS TO PURCHASE REAL PROPERTY

EXHIBIT A
MINUTES OF 5-25-76

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
40506	Dean, Clay H. & Francis M.	\$ 1,500.00
45063	Woods, Marion E. & Hildred H.	120.00
48775	Muhr, Elsie	4,820.00
48844	Humphrey, Nadine L.	3,000.00
48849	Kendall, Robt. T. & Bessie B. Dickinson, Ray E.	200.00
1-279.09	Thompson, Chavner	1,335.00
	6 Transactions	<u>10,975.00</u>

- 2) Agreement with City of Pilot Rock transferring all right, title and interest of an approximate 2,000 foot strip of old highway to the City for City street purposes. (County City) (S. Unit, Pendleton-Pilot Rock Sec., Pendleton-John Day Hwy., Umatilla Co.)
- 3) Agreement with City of Eugene providing for State participation in construction of the South Bank Bikeway. The City is to be responsible for all preliminary engineering, right of way and construction of the project. State participation will be 50% of the actual cost or \$45,000 whichever is the lesser. State funds are to be provided from monies which have been set aside for construction of pedestrian-bicycle paths. The project must be under contract no later than June 11, 1976. (County City Unit)
- 4) Agreement with City of Eugene providing for State participation in construction of the Ferry Street Bridge Bikeway. The City to be responsible for all preliminary engineering, right of way and construction of the project. State participation will be 50% of the actual cost or \$70,000 whichever is the lesser. State funds are to be provided from monies which have been set aside for construction of bicycle-pedestrian paths. The project must be under contract no later than June 11, 1976. (County City Unit)
- 5) Agreement with City of Beaverton providing for State participation in construction of Beaverton Bikeway, Phase I. The City is to be responsible for all preliminary engineering, right of way and construction of the project. State participation will be 75% of the actual cost, or \$200,000 whichever is the lesser. State funds are to be provided from monies which have been set aside for construction of pedestrian-bicycle paths. The project must be under contract no later than June 11, 1976. (County City Unit)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed above (5) and report this action for your official records:

Dated this 11th day of May, 1976

APPROVED

Glenn L. Jackson, Chairman
STATE HIGHWAY ENGINEER OREGON TRANSPORTATION COMMISSION

DATE: 5-2-76 - 1533 -

EXHIBIT A
MINUTES OF 5-25-76

TO: Oregon Transportation Commission

SUBJECT: Report of Confirmation of Telephone Action
Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved on April 26, 1976, the following agreement and report this for your official records:

Agreement with Evergreen Helicopters, Inc., to place two flag poles on top of the Fremont Bridge in observance of the Bicentennial at a cost of \$1,800. This work will be done during the month of May 1976.

Dated this 6 day of May, 1976

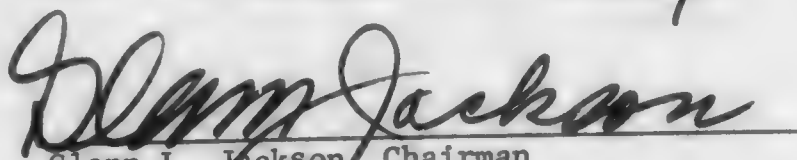

Glenn L. Jackson, Chairman
Oregon Transportation Commission

EXHIBIT A
MINUTES OF 5-25-76

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

(1) OPTIONS TO PURCHASE REAL PROPERTY

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
48753	Sivers, Emanuel & Hazel Eleanor	\$ 1,250.00

- (2) Agreement with Multnomah County for relinquishment of operation and maintenance of the St. Johns and Ross Island Bridges to State pursuant to Chapter 436, Oregon Laws of 1975. On August 27, 1975, Multnomah County transmitted \$300,000 to State to cover cost of transferring Ross Island and St. Johns structures. (County-City Unit)
- (3) Letter-form agreement with City of Lakeside for improvement of the intersections of Rainbow Lane at Jacobson Way and Robin Hood Avenue at Kings Avenue. This project is eligible for 90% Federal Aid funding under Section 230 of Title II, Highway Safety Act of 1973. Total estimated cost for the work is \$845. The City has provided the 10% (\$85) matching funds, with no expense to State. (County-City Unit)

4/30/76

[Signature]
Asst. State Hwy. Engr.

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed above (3) and report this action for your official records.

Dated this 6 day of May, 1976

[Signature]
Glenn L. Jackson, Chairman
Oregon Transportation Commission

APPROVED

[Signature]
STATE HIGHWAY ENGINEER

DATE: 4-30-76

TO: Oregon Transportation Commission EXHIBIT A
MINUTES OF 5-25-76
SUBJECT: Report of Actions Taken Under Delegated Authority

(1) OPTIONS TO PURCHASE REAL PROPERTY

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
18073	Lieuallen Ranches, Inc.	\$ 500.00
40542	Anderson, Werner J. & Matilda Western Oregon Conference Association of Seventh Day Adventist	2,167.00
43762	Northwest Natural Gas Company	0.00
46296	Bessett, Jack & Dale	400.00
47016	Putnam, Theodore R. & Betty Jean	1,000.00
48752	Cook, Harold W. & May Iona	1,350.00
48766	Tomanka, Charles Eugene & Shirley Ann	3,090.00
48806	Kendall, Robert T. & Bessie B.	2,550.00
48822	Roseburg Lumber Company	1,000.00
	9 Transactions	\$ 12,057.00

- (2) Agreement with City of Lake Oswego providing for State participation in construction of George Rogers Park Bikeway. The City is to be responsible for all preliminary engineering, right of way and construction of the project. State participation will be 80% of the actual cost, or \$40,000 whichever is the lesser. State funds are to be provided from monies which have been set aside for construction of pedestrian-bicycle paths. The project must be under contract no later than June 11, 1976. (County-City Unit)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the above two items and report this action for the official records.

4/26/76
[Signature]
State Hwy. Eng.

Dated this 27 day of Apr, 1976
[Signature]
Glenn L. Jackson, Chairman
Oregon Transportation Commission

APPROVED
[Signature]
STATE HIGHWAY ENGINEER
DATE: 4-26-76

EXHIBIT A
MINUTES OF 5-25-76

TO: Oregon Transportation Commission

SUBJECT: Report of Confirmation of Telephone Action
Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved on April 12, 1976, the following agreement and report this for your official records:

Services agreement with Cole and Weber, Inc., to prepare a tabloid setting forth an overview of facts on the I-205 Corridor. This will be distributed throughout Multnomah, Clackamas, Washington Counties and Clark County in the State of Washington.

Dated this 27 day of April, 1976

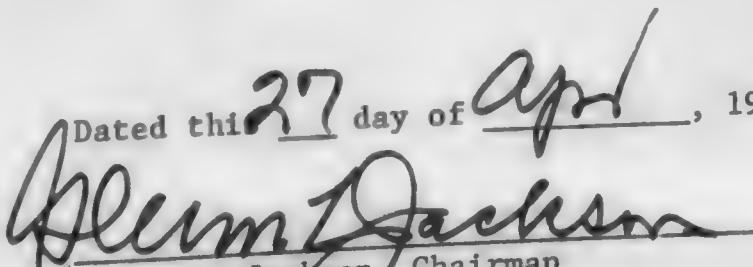

Glenn L. Jackson Chairman
Oregon Transportation Commission

EXHIBIT C
MINUTES OF 5-25-76

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

By duly adopted delegation order you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I report the following for your official records:

On behalf of the Commission and under its authority delegated to me to make formal offers to acquire real property in preparation for condemnation, I approved the following offers and authorized Mr. J. B. Boyd, Right of Way Engineer, to sign the letter to the owners on the following files:

CRANE SECTION, STEENS HIGHWAY - HARNEY COUNTY

R-48409 - Susanna L. Ruh et al. Parcel 2: 0.52 acre for a permanent easement for a haul road. Offer \$50.00.

GRANTS PASS-NEW HOPE ROAD SECTION, JACKSONVILLE HIGHWAY - JOSEPHINE COUNTY


R-40515 - Ivan C. Butcher et al. Parcel 1: 0.11 acre for right of way purposes; Parcel 2: 0.07 acre for a permanent easement for irrigation facilities, slopes and power lines. Offer \$5,400.00.

VAIL CREEK-SWEET HOME SECTION, SANTIAM HIGHWAY - LINN COUNTY

R-47878 - Carl B. Herzberg et al. 0.09 acre for right of way for construction. Offer \$12,000.00.

R-47918 - W. Allen Wodtli et al. 5.2 acres for right of way purposes. Offer \$4,700.00.

Dated this 5th day of May 1976


F. B. KLABOE, Administrator & State
Highway Engineer

RE: Report of Offers Tendered - 4

EXHIBIT C
MINUTES OF 5-25-76

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

By duly adopted delegation order you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I report the following for your official records:

On behalf of the Commission and under its authority delegated to me to make formal offers to acquire real property in preparation for condemnation, I approved the following offers and authorized Mr. J. B. Boyd, Right of Way Engineer, to sign the letter to the owners on the following files:

GRANTS PASS-NEW HOPE ROAD SECTION, JACKSONVILLE HIGHWAY -
JOSEPHINE COUNTY

R-40509 - Max G. Yoder et al. Parcel 1: 0.04 acre for right of way purposes; Parcel 2: 0.03 acre for a permanent easement for slopes, irrigation facilities and power lines. Offer \$1,500.00.

R-41821 - Roley's Pacific Supply Company et al. 0.18 acre for right of way purposes. Offer \$31,800.00.

R-41823 - Robert V. Jones et al. Parcel 1: 0.10 acre for right of way purposes; Parcel 2: 0.01 acre for a permanent easement for drainage. Offer \$19,400.00.

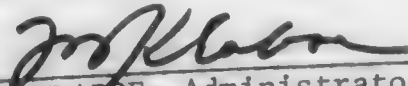
N. E. SANDY BLVD. AT N. E. 181ST SECTION, NORTHEAST PORTLAND
HIGHWAY - MULTNOMAH COUNTY

R-48840 - Robert D. Allegre et al. 130 sq. ft. for a permanent easement for a signal pole and arm. Offer \$200.00.

VAIL CREEK-SWEET HOME SECTION, SANTIAM HIGHWAY - LINN COUNTY

R-48137 - Verlin C. Roberts et al. Parcel 1: 0.10 acre for right of way purposes; Parcel 2: 150 sq. ft. for right of way purposes. Offer \$7,600.00.

Dated this 22nd day of April 1976


F. B. KLABOE, Administrator & State
Highway Engineer

RE: Report of Offers Tendered - 5
- 1539 -

EXHIBIT C
MINUTES OF 5-25-76

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

By duly adopted delegation order you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I report the following for your official records:

On behalf of the Commission and under its authority delegated to me to make formal offers to acquire real property in preparation for condemnation, I approved the following offers and authorized Mr. J. B. Boyd, Right of Way Engineer, to sign the letter to the owners on the following files:

GRANTS PASS-NEW HOPE ROAD SECTION, JACKSONVILLE HIGHWAY -
JOSEPHINE COUNTY

R-40504 - Elmer Hendrickson et al. 0.03 acre for right of way.
Offer \$3,600.00.

R-40517 - Rose Mae Medart. Parcel 1: 0.04 acre for right of way; Parcel 2: 0.03 acre for permanent easement for utilities, slopes and irrigation. Offer \$5,100.00.


R-40528 - Anne Lazaroni et al. Parcel 1: 0.06 acre for right of way; Parcel 2: 0.04 acre for permanent easement for slope irrigation facilities and power lines. Offer \$3,000.00.

R-41820 - Col-Jo Corporation et al. 0.05 acre for right of way.
Offer \$3,900.00.

OLNEY-CUTOFF ROAD JUNCTION SECTION, NEHALEM HIGHWAY - CLATSOP COUNTY

R-37484 - Frank Gindroz et al. 0.18 acre for right of way.
Offer \$525.00.

Dated this 16th day of April 1976


F. B. KLABOE, Administrator & State
Highway Engineer

RE: Report of Offers Tendered - 5

EXHIBIT _____ C
MINUTES OF 5-25-76

April 28, 1976

Oregon Transportation Commission

Report of Actions Taken Under Delegated Authority

By your duly authorized delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the actions listed below and report this action for your official records:

Disposal of Personal Property :

Miscellaneous Sales	4	\$ 785.00
Land Sales	5	3,975.00
Transfers of Property	1	100.00
Rent Revenues - March, 1976		<u>68,074.66</u>
Total		\$ 72,934.66

Five-year lease renewal with Silver Wheel Freightlines, Inc., 1321 SE Water St., Portland, effective April 1, 1976, at the rate of \$1,100 per month. (Files 28208, 28209, 28210)

Five-year lease renewal with Silver Wheel Freightlines, Inc., 1321 SE Water St., Portland, effective April 1, 1976, at the rate of \$275.00 per month. (File 28495)

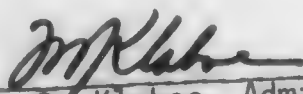

F. B. Klaboe, Administrator and State
Highway Engineer

EXHIBIT C
MINUTES OF 5-25-76

May 3, 1976

Oregon Transportation Commission

Report of Actions Taken Under Delegated Authority

By your duly authorized delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the actions listed below and report this action for your official records:

Disposal of Personal Property:

Miscellaneous Sales	17	\$ 1,436.50
Land Sales	6	11,600.00
Timber Sales	2	2,930.92
Rent Revenues - April, 1976		<u>73,293.69</u>
	Total	\$89,261.11


F. B. KLABOE, Administrator and
State Highway Engineer

EXHIBIT C

MINUTES OF 5-25-76
REPORT OF ACTIONS UNDER DELEGATED AUTHORITY BY
ADMINISTRATOR AND HIGHWAY ENGINEER

On behalf of the Commission and under its authority delegated to me to award contracts when conditions have been fulfilled, I awarded the following contracts:

- 1) Work on Garden Valley Blvd. Intchge. Section of the Pacific Highway in Douglas County. Bids received April 29, 1976. Contract No. 8341 awarded May 11, 1976, to S. D. Spencer & Son, Vancouver, Washington, at \$170,582.82.
- 2) Work on Pine Cr. Road-Beede Reservoir Section of Central Oregon Highway in Harney County. Bids received April 29, 1976. Contract No. 8343 awarded May 11, 1976, to Babler Bros., Inc., Portland, at \$2,055,918.75.
- 3) Structure on Little Butte Creek Bridge Section of Agate Road in Jackson County. Bids received April 29, 1976. Contract No. 8345 awarded May 17, 1976, to Holst Construction Co., Oakridge, at \$181,870.
- 4) Structure on Malheur River (Russell) Bridge Section of FAS 23-122 in Malheur County. Bids received April 29, 1976. Contract No. 8349 awarded May 19, 1976, to Douglas S. Coats Construction, Bend, at \$87,043.
- 5) Traffic signal modification on Lancaster Drive at State Street Section of FAUS 1615 in Marion County. Bids received April 29, 1976. Contract No. 8350 awarded May 17, 1976, to Hansen Electric Co., Inc., Coos Bay, at \$31,763.
- 6) Work on West Portland Park and Ride Section of Pacific Highway in Multnomah County. Bids received April 29, 1976. Contract No. 8353 awarded May 11, 1976, to Lord Bros. Contractors, Inc., and Lord Bros. Equipment Co., Inc., Portland, at \$1,960,738.40.
- 7) Work on N. Oswego Avenue-N. Burr Avenue (Portland) Section of N. Columbia Boulevard in Multnomah County. Bids received April 29, 1976. Contract No. 8354 awarded May 11, 1976, to Columbia West Materials and Constructors, Inc., Longview, Washington, at \$623,435.50.
- 8) Headlight glare shield installation on N.E. Union Avenue-N.E. 82nd Avenue Section of Columbia River Highway in Multnomah County. Bids received April 29, 1976. Contract No. 8355 awarded May 11, 1976, to Warren Northwest, Inc., Salem, at \$134,669.30.

EXHIBIT _____ c
MINUTES OF 5-25-76

- 9) Roadway illumination on S.E. Foster Road-Oregon City Interchange Section of East Portland Freeway in Multnomah and Clackamas Counties. Bids received April 29, 1976. Contract No. 8356 awarded May 11, 1976, to L. W. Hembree Co., Portland, at \$261,646.20.
- 10) Work on Lostine River (Wolfe) Bridge Section of FAS 32-106 in Wallowa County. Bids received April 29, 1976. Contract No. 8358 awarded May 18, 1976, to Douglas S. Coats Construction, Bend, at \$105,321.25.



F. B. Klaboe
Administrator and State Highway Engineer

5-21-76

EXHIBIT C
MINUTES OF 5-25-76

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the actions listed below and report this action for your official records:

- (1) Agreement with the City of Prineville for providing right of way services in connection with the acquisition of property for the Yancey Addition Improvement District. Approved April 28, 1976.
- (2) Agreement with Gilliam County for providing right of way services in connection with the acquisition of right of way for the Rhea County Road. Approved April 28, 1976.

Dated this 21 day of May 1976

F. B. Klaboe
F. B. Klaboe, Administrator and State
Highway Engineer


EXHIBIT C
MINUTES OF 5-25-76

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated
Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the actions listed below and report this for your official records:

- 1) On May 5, 1976, established a 45 MPH speed zone from M.P. 20.18 (0.45 mile west of Liberty Road to M.P. 20.63 (west city limits of Sweet Home) on the Halsey-Sweet Home Highway in Linn County. (See Speed Zone Order No. 725)
- 2) On May 6, 1976, established the following speed zones on the Rogue River Highway in Jackson and Josephine Counties:
(See Speed Zone Order No. 726)
 - 30 MPH from M.P. 0.32 (ECL of Grants Pass) to M.P. 0.47 (50' W. of Maple Lane)
 - 35 MPH from M.P. 0.20W (ECL of Grants Pass) to M.P. 0.47 (50' W. of Maple Lane)
 - 40 MPH from M.P. 0.47 (50' W. of Maple Ln.) to M.P. 1.99 (0.15 mi. E. of Mt. Baldy Rd.)
 - 50 MPH from M.P. 1.99 (0.15 mi. E. of Mt. Baldy Rd.) to M.P. 8.52 (0.29 mi. NW of Depot St.)
 - 30 MPH from M.P. 8.52 (0.29 mi. NW of Depot St.) to M.P. 8.81 (Depot St.)
 - 30 MPH from M.P. 8.84 (150' SE of Depot St) to M.P. 9.13 (0.32 mi. SE of Depot St.)
- 3) On May 19, 1976, established a 50 MPH speed zone on the Hermiston Highway from M.P. 4.24 (2.81 mi. NE of 4th St.) to M.P. 5.15 (1.90 mi. NE of 4th St.) and from M.P. 5.15 (1.90 mi. NE of 4th St.) to E.C.L. of Hermiston 10th St. (M.P. 6.15) (See Speed Zone Order No. 727) Umatilla County


F. B. Klaboe
Administrator and Highway Engineer

5-19-76


EXHIBIT _____ C
MINUTES OF 5-25-76

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the actions listed below and report this action for your official records:

- 1) On April 21, 1976, prohibited parking of vehicles on the Willamette Highway from M.P. 52.28 to M.P. 52.38 westbound and from M.P. 53.87 to M.P. 53.97 westbound east of Oakridge in Lane County.
- 2) On April 26, 1976, prohibited parking of vehicles on the Pacific Highway East (west side) from the S.E. Vineyard Road intersection (M.P. 8.75) to a point 100 feet north of the S. E. Vineyard Road intersection (M.P. 8.73) in Clackamas County. (Front of Cattle Company Restaurant)
- 3) On April 12, 1976, authorized that the "STOP" sign be replaced with a "YIELD" sign at the intersection of N. Stephens Street (ORE99) with Winchester Avenue (Highway No. 234) in Roseburg, Douglas County.
- 4) On April 26, 1976, authorized the installation of three "STOP" signs and one "YIELD" sign on the ramp termini off US30 (Lower Columbia River Highway) at Swedetown Road, City of Clatskanie, Columbia County.


F. B. Klaboe
Administrator and Highway Engineer

5-5-76

EXH'B' C
MINUTES OF 5-25-76

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ADMINISTRATOR AND STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

<u>Contractor and Contract No.</u>	<u>Section and Highway</u>	<u>Acceptance Date</u>
Cascade Construction Company No. 8136	Timber Junction, Sunset High- way, Washington County	April 28, 1976
C. G. Gredvig No. 8322	S.W. Katherine Lane-S.W. 75th Ave. (bus turnouts) Sunset Highway, Washington County	April 30, 1976
Babler Bros., Inc. No. 8112	Forest Grove, Tualatin Valley Highway, Washington County	May 4, 1976
Apex Fence Co., Inc. No. 8187	McKenzie River-Willamette River, Pacific Highway, Lane County	May 4, 1976
Apex Fence Co., Inc. No. 8224	Irrigon Jct.-Washington State Line, Columbia River Highway Morrow and Umatilla Counties	May 5, 1976
Hamilton Construction Company No. 8242	S. Fork, Big Butte Creek (Butte Falls) Bridge, FAS 15-101, Jackson County	May 6, 1976
M.C. Lininger & Sons, Inc. No. 7709	Valley of the Rogue Park- California State Line, Pacific Highway, Jackson County	May 12, 1976
L.K. Comstock & Co., Inc. No. 8286	Oregon Coast Highway at Avenue "U" (Seaside), Oregon Coast Highway, Clatsop County	May 14, 1976
Coral Corporation No. 8202	M.P. 102.0-Otis Junction, Oregon Coast & Salmon River Highways, Tillamook and Lincoln Counties	May 18, 1976
L.K. Comstock & Co., Inc. No. 8292	Rural Ave. S.E.-Vista Ave. S.E. (Salem), Pacific East Highway, Marion County	May 18, 1976

EXHIBIT _____ C
MINUTES OF _____ 5-25-76
2

Johnson Rock Products,
Inc.
No. 8157

Douglas County Line-Hauser
Oregon Coast Highway
Coos County

May 19, 1976

L.K. Comstock & Co.,
Inc.
No. 8264

Ridge Road & Pacific Way
(Gearhart), Fort Stevens &
Oregon Coast Highway, Clatsop
County

May 24, 1976

Hansen Electric Co.
No. 8272

S.W. 4th Ave. at Verde Drive
(Ontario), Olds Ferry-Ontario
Highway, Malheur County

May 24, 1976

May 24, 1976



Administrator and State Highway Engineer

EXHIBIT E
MINUTES OF 5-25-76

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

The Administrator and State Highway Engineer, acting under delegated authority from the Oregon Transportation Commission, authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the actions listed below and report this action for your official records:

- (1) Agreement with the O.W.R. & N. for establishing procedures and general conditions for the installation of grade crossing protection devices throughout the system. Approved May 17, 1976.
- (2) Lease indenture with Southern Pacific Transportation Company granting State the right to construct, reconstruct, maintain and operate an electrical interconnect on the Ehrman Way Section of the Rogue Valley Highway in Jackson County. Approved May 17, 1976.
- (3) Agreement with the South Side Improvement District covering the reconstruction of the District's irrigation facilities on the Middle Bridge-Ridder Creek Section of the Baker-Copperfield Highway in Baker County. Approved May 17, 1976.
- (4) Sale of 1.48 acres excess property in the Juntura-Vale Section of the Central Oregon Highway in Malheur County for a minimum consideration of \$500.00, subject to mineral and geothermal rights. File S-138, approved May 17, 1976.
- (5) Temporary Easement Agreement with the Southern Pacific Transportation Company on the Rock Creek-Drain Section of the Umpqua Highway in Douglas County. Approved May 13, 1976.

Dated this 19 day of May 1976


J. B. Boyd, Right of Way Engineer

EXHIBIT E

MINUTES OF 5-25-76

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the following item and report this for your official records:

- 1) On May 7, 1976, approved an agreement with Union Pacific Railroad Company and the Southern Pacific Transportation Company covering an extension of the lease of the upper deck of the Steel Bridge to December 31, 1976.

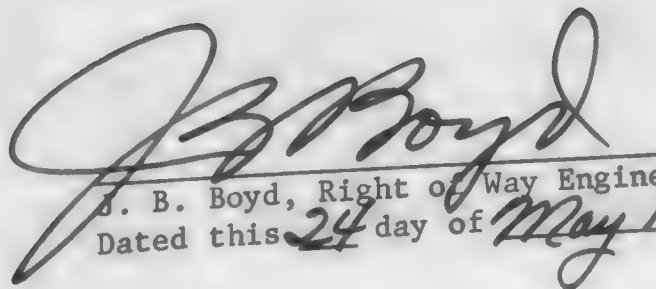

J. B. Boyd, Right of Way Engineer
Dated this 24 day of May 1976

EXHIBIT GMINUTES OF 5-25-76

REPORT OF TRIAL OF OTHER CASES - State Plaintiff

Defendant	Cause of Action	Demands of Plaintiff	Verdict or Judgment
Glen W. Hathaway	Property Damage	\$284.13	\$284.13
L-7296			
County: Clackamas			
Attorney Fees: \$150.00		Court Costs: \$43.30	

REPORT OF TRIAL OF OTHER CASES - State Defendant

Plaintiff	Cause of Action	Demands of Plaintiff	Verdict or Judgment
John Wilson	Declaratory Judgment	Require a vote in Portland on Mt. Hood Freeway	Voluntary Non-Suit
L-7238			
County: Multnomah			
Shirley Johnson	Personal Injury	\$65,000	\$20,466
L-6853			
County: Jackson			
C. H. Savage Co.	Breach of Contract	\$338,000 (approx.)	Summary Judgment
L-7145			
County: Marion			
Attorney Fees: None		Court Costs: We recover.	

EXHIBIT G
MINUTES OF 5-25-76

REPORT OF CONDEMNATION CASES SETTLED

Defendant	State's Offer	State's Highest Appraisal	Amount of Settlement
Norwood M. Johnson L-7226 R-48457	\$63,490	\$63,490	\$71,000

Section: Sandy River-Scenic Waterway
County: Multnomah

Approved by: Walter L. Barrie Date: May 7, 1976

John W. Harbinski L-7305 R-48737	\$ 1,400	\$ 1,400	\$ 2,200
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Section: Slick Rock Creek Road Interchange
Highway: Salmon River
County: Lincoln

Approved by: Walter L. Barrie Date: May 10, 1976

Charles L. McKenzie L-7177 R-A-4 and	\$4,500 Aviation easement only (L-7177)	\$55,000
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Charles L. McKenzie v. State (Inverse Condemnation)

L-7211

Section: Siletz Bay State Airport
County: Lincoln

Approved by: Walter L. Barrie Date: May 17, 1976

REMARKS: This settlement covers file L-7177, condemnation case,
and L-7211, inverse condemnation case.

EXHIBIT G
MINUTES OF 5-25-76

REPORT OF SETTLEMENT OR DISPOSITION OF CASES OTHER THAN CONDEMNATION

<u>Plaintiff</u>	<u>Defendant</u>	<u>Cause of Action</u>	<u>Demand of Plaintiff</u>
C. H. Savage Co.	State of Oregon	Breach of Contract Breach of Warranty	300,000 Damages (Approx.)

L-7145

County: Marion

Disposed of by: Settlement of \$10,000. This settlement supplements the Report of Trial on this report.

State of Oregon	Virginia McCoy	Property Damage	\$237.36
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L-7288

County: Multnomah

Disposed of by: Amount sued for paid in full.

EXHIBIT GMINUTES OF 5-25-76REPORT OF CASES FILED BY AND AGAINST THE DEPARTMENT OF TRANSPORTATION

L-7324 A. L. Jefferis, personal representative of the estate of Jeffery Phillip Stoller, deceased, v. The State of Oregon, Transportation Department, Highway Division, et al.: This case arises out of an accident that occurred on May 25, 1975, on Highway 26 in Clatsop County, in which a vehicle, in which plaintiff was a passenger, collided with a vehicle driven by Douglas Paul Anderson. The alleged negligence of the state is improper construction of a highway, failure to properly maintain the highway, failing to properly repair the highway, allowing the portion of the highway to remain in a dangerous condition after repairing the same, failing to inspect the portion of the highway for dangers and defects and failure to erect any lights or signs or other warnings to motorists of the dangerous conditions on the highway. The amount of the lawsuit is \$128,354.30.

The matter has been referred to the state's insurance carrier for the defense of the state.

L-7325 Donald P. Thomsen, personal representative of the estate of Jerome Charles Kiedrowski, deceased, v. The State of Oregon, Transportation Department, Highway Division, et al.: This lawsuit arises out of the same accident as referred to under L-7324 and the plaintiff was a passenger in the same vehicle as the plaintiff in Case L-7324. The allegations of negligence are the same. The amount of the lawsuit is \$127,124.58.

The matter has been referred to the state's insurance carrier for the defense of the state.

L-7327 Gary D. Sturges v. State of Oregon Highway Department, et al.: This lawsuit arises out of an accident that occurred on July 17, 1975, on Highway 30 in Clatsop County, in which the plaintiff was struck by a vehicle driven by the other defendant in the lawsuit, Allen A. Salo. The Highway Division is alleged to be negligent in that a Highway Division vehicle pulled out in front of the defendant Salo's vehicle causing him to swerve across the highway and strike the plaintiff's vehicle. The lawsuit is in the amount of \$165,000.

The matter has been referred to the state's insurance carrier for the defense of the state.

MINUTES OF 5-25-76

L-7328 Verlin E. Hamilton v. City of Independence, et al.: This lawsuit arises out of an accident that occurred on December 10, 1974, in which the plaintiff was riding a bicycle on a bicycle path in the City of Monmouth and struck a guy wire from a power pole that was located in the bicycle path. The alleged negligence of the state in allowing Pacific Power and Light Company to locate the pole and guy wire at that particular location, failing to keep the bikeway reasonably safe, failing to keep the bikeway free and clear of dangerous obstructions and negligently allowing the guy wire pole to remain on the bikeway. The amount of the lawsuit is \$112,734.85.

The matter has been referred to the state's insurance carrier for the defense of the state.

L-7331 William A. Sumerlin v. Harold Robinson, Defendant and Third-Party Plaintiff v. Robert Sandmann: The accident occurred August 22, 1973, on a county road and the alleged negligence of the defendant Sandmann, as an employee of the Highway Division, is in refusing to allow the defendant Robinson to erect barricades, flashers or other adequate warnings adjacent to Highway 42 to give notice and warning to drivers that there was equipment on the county road. The amount of the lawsuit is \$50,000 in general damages and an undetermined amount of special damages.

The matter has been referred to the state's insurance carrier for the defense of the state.

L-7332 State of Oregon v. William I. Tolke: This is an action in ejectment brought by the Highway Division against Mr. Tolke to clear the Highway Division's title to certain property along the Banks-Vernonia right of way in Washington County and to recover damages for Mr. Tolke's trespass on the property. The amount of damages is \$34,931.

This matter has been referred to the Department of Justice for handling.

EXHIBIT H
MINUTES OF 5-25-76

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Actions Taken
Under Delegated Authority

Pursuant to authority delegated to me, I report the following action for the Transportation Commission's records:

On May 21, 1976, \$2,730,376.93 was distributed to the counties as their share of motor vehicle revenues (20 percent) for the month of April, 1976. (List of apportionments on file in Commission Files, Salem.)

On May 28, 1976, \$1,638,226.16 (12 percent of the Highway Fund) was distributed to the cities for the month of April, 1976. (List of apportionments on file in Commission Files, Salem.)

Dated this 19th day of May, 1976

V. E. Skoog
V. E. Skoog, Controller
Highway Division

June 10, 1976
Salem, Oregon

The Oregon Transportation Commission held a special telephone meeting at 4:30 p.m. in Room 140 of the State Highway Building in Salem, Oregon. The following persons were on the telephone at the locations given:

Glenn L. Jackson, Chairman, Portland
Robert L. Mitchell, Secretary, Portland
B. Gordon Coleman, Member, Eugene
Robert A. Burco, Director of Transportation, Salem
F. B. Klaboe, Chief of Operations, Salem
H. S. Coulter, State Highway Engineer, Salem
Robert Bothman, Assistant State Highway Engineer, Portland
George Bell, Special Assistant for Public Affairs, Salem
John Earley, Public Information Officer, Salem
Cecil Head, Manager, Commission Services, Salem

(Unable to make telephone contact with Commissioner Hollern in Bend and Commissioner Walsh in Pullman, Washington.)

Mr. Klaboe stated the special meeting is to request authorization from the Commission to transmit the Final Environmental Impact Statement on the I-205 Project (East Portland Freeway) to the Federal Highway Administration and to request their approval at the earliest possible date so the State can proceed with construction.

He asked Mr. Bothman to read the resolutions enacted by the City of Portland and Multnomah County. Mr. Bothman read the following resolutions:

CITY OF PORTLAND
RESOLUTION NO. 31698

WHEREAS, it has been the policy of the City Council of the City of Portland that I-205 be constructed as soon as possible as a regional bypass facility for automobile and truck traffic and as a regional corridor for mass transit; and

WHEREAS, the City Council previously requested certain modifications to the I-205 designs which were presented in the I-205 Draft Environmental Impact Statement; and

WHEREAS, the Oregon Department of Transportation has given considerable attention to the City's previous concerns and has accomplished such modifications in the I-205 design which is presented in the I-205 Final Environmental Impact Statement; and

WHEREAS, it is the understanding of the Council that construction of the transitway in the I-205 design is contingent upon the development of a radial transit facility connecting to downtown Portland; and

WHEREAS, comments regarding the Final Environmental Impact Statement are currently being received by the Oregon Department of Transportation; now, therefore, be it

RESOLVED that the City Council of the City of Portland does hereby express its approval of the I-205 design presented in the Final Environmental Impact Statement; and be it further

RESOLVED that the Council does hereby express its support for the construction of I-205 according to the information and design presented in the Final Environmental Impact Statement.

Adopted by the Council, June 3, 1976.

Signed by George Yerkovich
Auditor of the City of Portland

MULTNOMAH COUNTY

In the Matter of the Final)
Approval for the I-205) ORDER
Freeway/Transit Way)

This matter comes before the Board of County Commissioners on a request by the Oregon Department of Transportation for the approval for construction of the Selected Plan as described in the I-205 Final Environmental Impact Statement, Volume I, dated April, 1976.

The Board, having previously submitted design policies to the Oregon Department of Transportation, finds the Selected Plan substantially in conformance with those policies and finds the Selected Plan to be in conformance with the adopted Regional Interim Transportation Plan; and therefore it is,

ORDERED that the Board of County Commissioners of Multnomah County hereby expresses its approval of the I-205 Selected Plan and does hereby approve construction of the I-205 facility as described in the Final Environmental Impact Statement.

Board of County Commissioners
for Multnomah County, Oregon

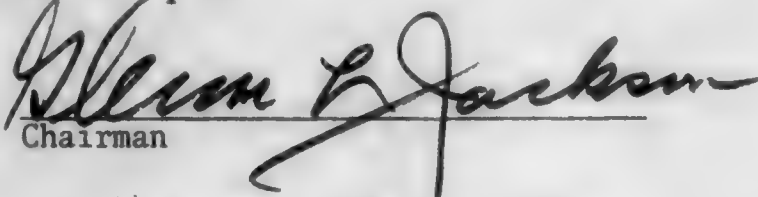
June 10, 1976

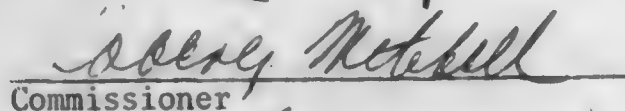
Signed by Donald E. Clark
Chairman

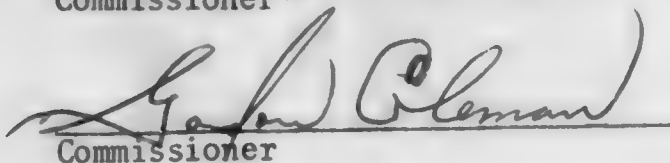
Mr. Bothman mentioned that a resolution has been received from Clark County, Washington, which states in part that the I-205 facility is an essential link of the total transportation plan urgently needed to relieve existing traffic problems. Based upon the facts presented in the Environmental Impact Statement and the studies completed to date, the Clark County Board of Commissioners supports the alignment and lane configuration proposed and urges adoption as soon as possible so construction can begin on this long overdue facility. In reply to the Chairman's inquiry, Mr. Bothman said the Clark County's document conforms with the requirements under the regulations.

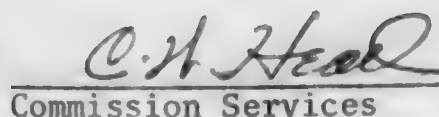
The three Commissioners by unanimous vote approved the Final Environmental Impact Statement on the I-205 project and to forward it to the Federal Highway Administration for approval as recommended by Mr. Klaboe.

The meeting adjourned at 4:37 p.m.


Chairman


Commissioner


Commissioner


Commission Services

June 29, 1976
Salem, Oregon

The Oregon Transportation Commission held their regular meeting at 10 a.m. in Room 122 of the State Highway Building in Salem, Oregon. Notice of the meeting was made by press release to the newspapers of the general and local circulation throughout the State. Present were:

Glenn L. Jackson, Chairman
Robert L. Mitchell, Secretary
Michael P. Hollern, Member
Tom Walsh, Member
B. Gordon Coleman, Member
Robert A. Burco, Director of Transportation
Walt Barrie, Chief Counsel
F. B. Klaboe, Chief of Operations
H. S. Coulter, State Highway Engineer
E. S. Hunter, Deputy State Highway Engineer
J. B. Boyd, Right of Way Engineer
Dave Talbot, State Parks Superintendent
Paul E. Burket, Administrator of Aeronautics
Dennis Moore, Administrator of Mass Transit
Harvey Ward, Deputy Administrator of Motor Vehicles
C. W. Head, Manager, Commission Services

There were others present including representatives from the news media.

The Commission approved the minutes of the meetings of May 25 and June 10, 1976.

HIGHWAY DIVISION

A list of properties needed for highways and other uses was presented to Mr. Boyd. He requested the Commission to declare by resolution the necessity of said properties for the public use to which they are to be put and to authorize him to attempt to agree with the owners of said properties as to price. After careful consideration, the Commission granted authority to condemn the properties if negotiations are not successful and thereupon adopted "Condemnation Resolution No. 2647," which resolution by this reference is made a part hereof and filed in the Commission's files.

In reply to the Chairman's inquiry, Mr. Boyd stated that under the sign removal program there is one sign yet to be removed which is under condemnation.

Mr. Barrie asked if there were any questions in connection with the informational reports previously submitted to the Commission on cases tried, cases settled and institution of legal proceedings filed against the Department of Transportation since the last Commission meeting. There were no questions. (See Exhibit G on file in the Commission's files, Salem.)

Mr. Barrie presented to the Commission an informational report on litigation involving the Commission and Maywood Park. He said the Multnomah County Circuit Court held that Maywood Park did not have jurisdiction to require throughway agreements and that Multnomah County had not given up its own jurisdiction by its resolution which terminated concurrence in 1974. Mr. Barrie said he did not think Maywood Park would appeal this case, but they do have the right yet to file an appeal. This case represents the end of current litigation in court involving I-205 and Maywood Park.

Mr. Barrie reported that Maywood Park had adopted its own noise ordinance which appears to be stricter than Federal standards or what DEQ will probably come up with. He doubted that this particular noise regulation would interfere with an Interstate project. He indicated that he is researching the matter and will forward a report to the Commission and staff.

Mr. Barrie stated that in reference to the Astoria Bridge litigation the Oregon Supreme Court affirmed the Court of Appeals' judgment that allowed the State post-judgment interest on its pre-judgment award of some two million dollars. The State has in excess of a hundred thousand dollars in interest due yet from the DeLong Corporation and Travelers Indemnity.

Mr. Talbot presented to the Commission a report concerning the closure of Heceta Beach in Lane County. He reported that a group of five oceanfront property owners at Heceta Beach requested assistance in controlling erosion of the low bluff fronting their residences. Highway survey crews confirmed that the ocean shore zone line at this location was out on the dry sand westerly of the foredune where the erosion was occurring. He said this condition precluded the need for processing an ocean shore improvement permit to install a protective revetment at the toe of the foredune. He pointed out that the property owners proceeded to install an extensive revetment consisting of vertically-driven wood piling with drift logs collected from the beach placed horizontally behind the piling. The property owners also requested that the Highway Division stop the extensive cutting of driftwood by the public for firewood. This area of the beach is closed to vehicle use except by permit for the purpose of gathering firewood or the transporting of elderly or disabled persons. It was the feeling of the property owners that the natural accumulation of driftwood added materially to the protection of the frontage from erosion by the sea. An appeal was issued to firewood cutters to refrain from taking driftwood at this location. State Police and Highway Division offices were directed not to issue vehicle permits for the area 2,000 feet in length from the Heceta Beach ramp northerly for a one-year period. Mr. Talbot said other wood gathering areas remain available for vehicle permits

north and south of this restricted area. He also mentioned that results of the restriction will be monitored to determine the effect on the erosion problem.

Upon the recommendation of Mr. Talbot, the Commission appointed Mrs. Borden "Lu" Beck of Portland to replace Ding Cannon on the State Parks and Recreation Advisory Committee. The appointment is for four years effective June 29, 1976.

Consideration was given to adopting as a permanent rule an amendment to the State Park rules setting forth specific provisions governing the public use of Fort Stevens State Park in Clatsop County and the Yaquina Bay Lighthouse in Lincoln County. Mr. Talbot said that a public hearing was held on June 16, 1976, to consider this amendment governing the charging of fees and the operating hours at these two locations. The amendment was discussed with the four individuals who attended the hearing and there were no objections. Following Mr. Talbot's recommendation, the Commission approved the rule changes as follows:

III. AMENDMENT TO STATE PARK RULES

The following provision shall be added to the State Park Rules adopted by the Oregon Transportation Commission on April 23, 1976 as item V., D., and E:

D. Fort Stevens State Park

1. The opening and closing dates for Fort Stevens State Park and the operating hours for the park shall be established by the State Parks Superintendent. Public notice of this information shall be given by the State Parks Superintendent and the information shall be posted at the park.

2. The fee for public use of the park area shall be \$.50 per person per day. Children six years of age and under shall be admitted free.

E. Yaquina Bay Lighthouse

1. The opening and closing dates for public use of Yaquina Bay Lighthouse and the operating hours shall be established by the State Parks Superintendent. Public notice of this information shall be given by the State Parks Superintendent and the information shall be posted at the Lighthouse.

2. The fee for public entry to the Lighthouse shall be \$.50 per day. Children six years of age and under shall be admitted free.

(Continued on next page)

June 29, 1976

(See State Parks Resolution No. 39a. Copy of rule filed with Secretary of State on June 30, 1976, and will be published in the Administrative Rule Bulletin on July 15, 1976.)

Mr. Coulter reported on actions taken under delegated authority received for filing with the Commission records. These reports show the actions taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders:

Chairman of Oregon Transportation Commission	Exhibit A
Vice Chairman of Transportation Commission (no report)	Exhibit B
Administrator and Highway Engineer	Exhibit C
Director of Permits (no report)	Exhibit D
Right of Way Engineer	Exhibit E
State Parks Superintendent (no report)	Exhibit F
Chief Counsel	Exhibit G
Highway Controller	Exhibit H

The Commission approved Mr. Coulter's request to increase the project authorizations on the following contracts:

- (1) Stillwell Construction Company, Contract No. 8253, motorist service signing on I-80N from Cascade Locks to the Idaho State Line, for \$34,727.56 (15%). The increase was due to the addition of 13 signs by price agreements, state force orders and an overrun in engineering.
- (2) Morse Bros., Inc., Contract No. 8298, N.W. 9th Street at N.W. Buchanan Avenue (Corvallis) in Benton County, for \$19,007.93 (13.2%). The overrun was due to adjusting city water facilities and a change in the storm drainage system to comply with DEQ requirements for the separation of storm water from sanitary sewers.
- (3) K. F. Jacobsen and Company, Contract No. 8259, N.E. Union Avenue-82nd Avenue Section, Banfield Freeway (HOV lanes) in Multnomah County, for \$243,548.37 (13.3%). The increase was due to widening of on-ramps at three locations to provide safer merging distance, emergency telephone system, additional shoulder barrier work, neon advance warning signs for the construction and additional curb work that was unanticipated.
- (4) Stillwell Construction Company, Contract No. 8260, motorist service signing, I-5 North Unit between Portland and Roseburg, for \$15,850.70 (14%). Since the contract started, the Travel Information Council has sold additional logo advertising at new locations not covered in the contract. Eight additional installations have been covered by added orders and another is pending.

- (5) Kimball Construction and Alvin L. Lindley, Contract No. 8254, three units in the vicinity of Lakeview on Klamath Falls-Lakeview and Fremont Highways in Lake County, for \$58,372.34 (7.5%). The major reason for the overrun was due to flagging hours and asphalt content in the asphalt-concrete mix.
- (6) Elting, Inc., Contract No. 8243, Hogback Summit-Lake Abert Section, Lakeview-Burns Highway in Lake County, for \$139,515.37 (9.9%). The overrun was due entirely to quantity changes on regular bid items including flagging, alignment changes and vertical grade line changes.

Mr. Coulter reported that necessary hearings and survey work had been accomplished on eight sections of State highways and he recommended approval of corridor and design surveys. The Commission accepted his recommendation by adopting the following "Highway Corridor and Design Resolutions Nos. 416 through 419," which resolutions by this reference are made a part hereof and filed in the Commission's files, Salem:

- (1) Catherine Creek Section, La Grande-Baker Highway in Union County. No public hearing was required. (See "Highway Corridor and Design Resolution No. 416").
- (2) Slater Creek-Mystic Creek Section, Coos Bay-Roseburg Highway in Douglas County. A combination corridor-design hearing was held August 29, 1974, in Winston. (See "Highway Corridor and Design Resolution No. 417").
- (3) Pine Grove-Wapinitia Road Section, Wapinitia Highway in Wasco County. No public hearing was required. (See "Highway Corridor and Design Resolution No. 416").
- (4) Malheur River Bridge Section, Olds Ferry-Ontario Highway in Malheur County. A combination corridor-design hearing was held on February 6, 1975, in Ontario. (See "Highway Corridor and Design Resolution No. 418").
- (5) Ritner Creek Bridge Section, Kings Valley Highway in Polk County. A combination corridor-design hearing was held January 15, 1975, in the community of Pedee. (See "Highway Corridor and Design Resolution No. 419").
- (6) Silver Point Slide Section, Oregon Coast Highway in Clatsop County. No public hearing was required. (See "Highway Corridor and Design Resolution No. 418").
- (7) Poormans Creek Section, Jacksonville Highway in Jackson County. No public hearing was required. (See "Highway Corridor and Design Resolution No. 417").

June 29, 1976

- (8) Olney Cutoff Road Junction Section, Nehalem Highway in Clatsop County. No public hearing was required. (See "Highway Corridor and Design Resolution No. 416").

The Commission considered approving the distribution of Federal Aid Urban System funds to urbanized and small urban areas of the State for the transition quarter of July 1, 1976, to September 30, 1976. Mr. Coulter said the transition quarter allocation will provide funds to finance projects during the transition to the new Federal fiscal year. This transition allocation quarter is one-fourth of the Fiscal Year 1976 Urban System allocation. The total match funds are estimated at \$360,000; State's share would be approximately \$180,000. The Commission approved the following allocation as recommended by Mr. Coulter:

TRANSITION QUARTER
(July 1, 1976-Sept. 30, 1976)
URBAN SYSTEM ALLOCATION

June 1976

¼ Oregon's Fiscal Year 1976 Urban System Apportionment	\$1,675,919
Less 1½% HPR Funds	\$25,139
Less ½% PF Funds	<u>8,380</u>
	(33,519)
TOTAL	\$1,642,400

*Less Allocation of Funds Attributable to Portland Urbanized area (Over 200,000 Population) (954,769)

Funds Available to Balance of State \$ 687,631

<u>Urban Area</u>	<u>Federal Population</u>	<u>Percent of Total</u>	<u>Fund Allocation</u>
Eugene	139,255	25.4107	\$174,732
Salem	93,041	16.9777	116,744
25 Small Urban Areas	<u>315,722</u>	<u>57.6116</u>	<u>396,155</u>
Total	548,018	100.0000	\$687,631

*City of Portland's Fair and Equitable Allocation of Portland Urbanized Area Allocation:

City of Portland Population 382,619
Portland Urbanized Area Population 751,756 = 50.8967%

50.8967% x \$954,769 = \$485,946

TRANSITION QUARTER
(July 1, 1976-Sept. 30, 1976)
URBAN SYSTEM ALLOCATION
Small Urban Areas

June 1976

<u>Urban Area</u>	<u>Population</u>	<u>Percent of Total</u>	<u>Federal Funds</u>
Albany	21,950	6.1785	\$24,476
Ashland	14,500	4.0814	16,169
Astoria	10,740	3.0231	11,976
Baker	9,450	2.6600	10,538
Bend	16,294	4.5864	18,169
Coos Bay	23,110	6.5050	25,770
Corvallis	39,102	11.0064	43,603
Cottage Grove	6,590	1.8549	7,348
Dallas	7,530	2.1195	8,397
Forest Grove	10,075	2.8359	11,235
Grants Pass	13,450	3.7859	14,998
Klamath Falls	33,110	9.3197	36,920
La Grande	10,410	2.9302	11,608
Lebanon	8,135	2.2898	9,071
McMinnville	12,500	3.5185	13,939
Medford	33,902	9.5427	37,804
Monmouth	5,945	1.6734	6,629
Newberg	8,169	2.2994	9,109
Newport	5,880	1.6551	6,557
Ontario	7,700	2.1674	8,586
Pendleton	14,010	3.9435	15,622
Roseburg	15,530	4.3714	17,317
St. Helens	6,855	1.9295	7,644
The Dalles	10,770	3.0315	12,010
Woodburn	9,560	2.6909	10,660
Totals	355,267	100.0000	\$396,155

Note: Above funds allocated to small urban areas on per capita basis using the same State population figures used in determining FY 1976 Allocation.

The Commission considered approving the Federal Aid Secondary Highway Fund allocation to the Oregon counties for the transition quarter July 1, 1976, to September 30, 1976. Mr. Coulter pointed out that this allocation is one-quarter of the counties' current fiscal year 1976 allocation and will provide financing for projects during the transition period between the closing of the current fiscal year (June 30, 1976) and the beginning of the new Federal fiscal year (October 1, 1976). Following his favorable recommendation, the Commission approved the following allocation:

June 29, 1976

TRANSITION QUARTER - FY 1976 FAS ALLOCATION TO COUNTIES - JUNE, 1976

COUNTY	FEDERAL FUNDS	TOTAL FUNDS Including States' and Counties' Match Money (Rounded to Thousands)
		\$
Baker	\$14,455	19,000
Benton	20,501	27,000
Clackamas	54,940	71,000
Clatsop	19,360	25,000
Columbia	23,587	30,000
Coos	31,796	41,000
Crook	15,770	20,000
Curry	15,931	21,000
Deschutes	21,521	28,000
Douglas	49,316	64,000
Gilliam	10,099	13,000
Grant	13,370	17,000
Harney	15,787	20,000
Hood River	15,994	21,000
Jackson	46,151	51,000
Jefferson	14,987	20,000
Josephine	23,534	30,000
Klamath	22,177	29,000
Lake	13,408	17,000
Lane	57,231	74,000
Lincoln	21,704	28,000
Linn	42,531	55,000
Malheur	30,039	38,000
Marion	48,734	63,000
Morrow	14,515	19,000
Multnomah	16,777	22,000
Polk	20,090	26,000
Sherman	9,918	13,000
Tillamook	19,893	26,000
Umatilla	36,661	47,000
Union	15,573	20,000
Wallowa	13,762	18,000
Wasco	16,064	21,000
Washington	37,817	49,000
Wheeler	8,696	11,000
Yamhill	25,215	32,000
TOTAL	\$877,904	\$1,126,000

SUMMARY FOR TRANSITION QUARTER, STATE FISCAL YEAR 1976 COUNTY FAS FUNDS:

Total Federal Funds for Construction	
(50% of Oregon's apportionment less planning survey funds)	\$ 878,000
Plus estimated required match money State funds	124,000
. County funds	124,000
TOTAL COUNTY FAS FUND	\$1,126,000

NOTE: Above funds allocated to individual counties on basis of formula (25% equally, 60% on rural population, and 15% on rural county road mileage) proposed by Association of Oregon Counties and approved by Transportation Commission. Federal funds are estimated to represent approximately 78% of total county road FAS fund with State and County funds estimated to be approximately 11% each.

June 29, 1976

The Commission considered requests from the Cities of Ashland and Portland for approval of Federal Aid Urban System Projects. Mr. Coulter said that these projects have been investigated and are eligible for funding under the Federal Aid Urban System Program. The Commission approved the following three projects as recommended by Mr. Coulter and authorized him to sign the agreements when prepared:

<u>Jurisdiction</u>	<u>Section</u>	<u>Total Cost</u>	<u>Federal Funds</u>	<u>State's Share</u>
Ashland	Grandview Dr.-Chestnut St., Grandview St. & Wimer St., FAU 3920 (improve and widen)	\$112,000	\$ 87,360	\$12,320
Ashland	Mountain Ave. (FAU 3875) at Rogue Valley Hwy. (traffic signal)	40,000	31,200	8,800
Portland	I-5 Ramp Connections (E. Fremont Interchange) N. Greeley Ave., FAU 9945 (preliminary engineering study)	240,000	187,200	26,400
		<hr/> \$392,000	<hr/> \$305,760	<hr/> \$47,520

Attention was given to a request from Washington County for the cancellation of a Federal Aid Secondary project on the Tualatin River (Golf Course Road) Bridge Section of FAS 631. Mr. Coulter stated that this project was approved by the Commission in November 1971. Due to problems in securing right-of-way for major relocation work, the County is requesting that this project be cancelled. Upon his recommendation, the Commission cancelled the project.

Consideration was given to adopting as a permanent rule the amendment to the mandatory prequalification rule extending the time for filing new prequalification forms from May 1, 1976, to July 1, 1976. Mr. Coulter said extending the deadline for submission of the new prequalification statements was necessary because the new standard prequalification form approved by the Public Contract Review Board was not available in time. A hearing was held on May 19, 1976, and there were no objections or amendments offered at the hearing. Following his favorable recommendation, the Commission adopted the temporary rule as a permanent rule. (Rule on file in Commission Services as Administrative Rule No. 79D. Permanent rule was filed with the Secretary of State on June 30, 1976, and published in the Secretary of State's Administrative Rule Bulletin on July 15, 1976.)

June 29, 1976

The Commission considered adopting as a permanent administrative rule the procedures to be used for selection of consultants by the Highway Division. Mr. Coulter mentioned that the procedure is set forth in the Division's Procedures Manual but has not been formally adopted as a rule by the Commission. He pointed out the rule specifies maintaining a list of consultants by the Project Management Section; approval in advance by the State Highway Engineer of requests for consultant services; coordination with the Division's Civil Rights Coordinator; evaluation and selection of consultants by a committee appointed by the Highway Engineer; and approval of agreements by the Executive Department, the Department of General Services (for architectural and engineering agreements involving more than \$600 per year) and by the Transportation Commission. Consulting contracts of \$2,500 or less may be approved by the State Highway Engineer on behalf of the Oregon Transportation Commission.

Mr. Coulter said a hearing was held on May 19, 1976, and only one amendment was offered by Counsel to delete references to an "Administrator" of the Highway Division and, in accordance with recent reorganization, refer to the "State Highway Engineer." Upon his favorable recommendation, the Commission approved the adoption of the rule. (Rules and regulations on file in Commission Services, Salem, as Administrative Rule No. 83. A copy of the permanent administrative rule was filed with the Secretary of State on June 30, 1976, and published in his Administrative Rule Bulletin on July 15, 1976.

Consideration was given to adopting a resolution abandoning approximately 2,000 feet of old highway alignment to the City of Pilot Rock on the South Unit, Pendleton-Pilot Rock Section of the Pendleton-John Day Highway in Umatilla County. Mr. Coulter said this segment of old alignment is no longer needed for highway purposes. Upon his favorable recommendation, the Commission adopted "Abandonment Resolution No. 558" which resolution by this reference is made a part hereof and filed in the Commission's files, Salem.

Attention was given to an agreement with the City of Corvallis for the installation of roadway illumination on the Pacific Highway West between and including the intersections of Conifer Boulevard and Elk Drive in Benton County. Mr. Coulter said the State will provide and install poles, luminaire arms, conduits and the necessary wiring for the project. The City will provide and install luminaires, lamps, electrical energy, maintenance and other items necessary for the completion and use of the project. The estimated cost to the State is \$19,700 to be funded with State Bond money. Following his favorable recommendation, the Commission approved the agreement.

The Commission considered an agreement with Lane County for the installation of traffic signals at the intersection of the McKenzie Highway and Glenwood Boulevard. Mr. Coulter mentioned that the County will pay for the project estimated at \$36,150 and will also pay for the power after installation. The State will prepare the plans and maintain the traffic signals after installation. The Commission approved the agreement as recommended by Mr. Coulter.

Consideration was given to approving a cooperative project with the U. S. Geological Survey which provides stream gauging and flood runoff data for small drainage basins of 10 square miles or less throughout the State for the period July 1, 1976 to June 30, 1977. Mr. Coulter stated the U. S. Geological Survey establishes and maintains gauging stations on selected basins which are reviewed annually. A report cataloging the stream flow data is published each year. The program is financed through HPR funding and \$30,000 has been allocated from these funds. Following his recommendation, the Commission approved the project.

The Commission considered approving an amendment to an existing agreement with the City of Lake Oswego to construct the George Rogers Park Bikeway Bridge in Clackamas County by increasing the maximum amount of State's participation from \$40,000 to \$64,000. Mr. Coulter said the construction of the bikeway bridge will close a gap in the CRAG Bikeway Route No. 1 caused by removal of an unsafe bridge. It is desirable to provide a usable bikeway now rather than wait for several years for the construction of the Oswego Creek (Lake Oswego) Bridge Section. The CRAG regional bikeway in this area is one that will receive heavy recreational usage. Upon his favorable recommendation, the Commission approved the agreement.

Attention was given to an agreement with SOLV, Inc. (Stop Oregon Litter and Vandalism) for the State to continue participation in the financial support of the Statewide SOLV anti-litter and vandalism program. Mr. Coulter pointed out that SOLV will enlarge its campaign directed to the reduction of types of litter and vandalism that directly affects the operation, maintenance and use of state highways, parks, recreation areas and the ocean shore. The agreement also provides the State will underwrite the cost of the campaign through the period ending June 30, 1977, which cost is not to exceed \$25,000. Upon the recommendation of Mr. Coulter, the Commission approved the agreement.

Consideration was given to a supplemental agreement with the National Urban League, Inc., extending the existing agreement for a period of four months from July 1 to October 31, 1976. Mr. Coulter said the agreement provides for services to support on-the-job training programs on Federal-aid Highway projects. He said verbal approval of the requested extension has been received from the Federal Highway Administration and no additional funds will be required. The Commission approved the supplemental agreement as recommended by Mr. Coulter.

Attention was given to an agreement with Oregon Welcome, Inc., for tourist promotion in the amount of \$50,000 for the 1976-77 fiscal year. Mr. Coulter said that Oregon Welcome, Inc., is a non-profit corporation and the only Oregon corporation that qualifies to handle this promotional effort. The funds will come from the Travel Information Section budget and he recommended approval. The Commission accepted his recommendation. (The agreement was prepared in the name of Oregon Hospitality and Visitors Association due to a name change.)

June 29, 1976

Consideration was given to the adoption of a resolution designating a short segment of Newmark Street and Broadway Avenue in North Bend as a part of the Cape Arago Highway in Coos County. Mr. Coulter said the two street segments (0.15 mile) were transferred to the City in 1952 following relocation of the Deadmans Curve Section of the highway, but are now utilized to route northbound traffic. The Commission approved the designation as recommended and thereupon adopted "Secondary Highway Designation Resolution No. 79" which resolution by this reference is made a part hereof and filed in the Commission's files, Salem.

Mr. Coulter reported on the Six Year Highway Improvement Program (copies of the preliminary Six Year Program were presented to the Commission at the May 25, 1976 Commission meeting). He said the 1976 Federal Highway Act includes provisions for three R-type projects: reconstruction, restoration and rehabilitation. He mentioned there were 22 meetings held throughout the State to get public reaction with approximately 500 people attending. He commented that most of the people appeared to be more interested in new construction rather than preservation of the existing system; however, valuable information was received in many areas from the Statewide meetings. The program as presented throughout the State was based on available Federal funds and not on available State funds. There is a lot of question as to the availability of adequate State funds to match those programs.

Chairman Jackson commented that the Six Year Program and the financing of both maintenance and construction has been a matter of major concern for some time. He said it would be inconsistent for this Commission to go on record at this time in support of any program that is in excess of the foreseeable dollars and the Commission is going to have to look at a short-term program up until 1978. The Department will continue its planning process and will attempt to carry on certain surveys and investigations in an attempt to have ready the Department's critical needs for the next session of the Legislature. He commented at the present time, all the Department can do is to try to maintain an adequate maintenance program which will have to be minimal. The Chairman also mentioned that if the Department continues on the basis of its present source of income and adopts a program with minimum maintenance, a minimum park program, and only cover a portion of the Six Year Program in terms of construction, it is looking at a reduction of some 500 to 600 people. However, he said, if the one-cent increase in gas tax and an increase in the weight mile tax passes in November of this year, the reduction of personnel hopefully would be around 350.

Chairman Jackson said the Commission would defer action until after presentations by the delegations. (See pages 1576 and 1577.)

June 29, 1976

The Lane County Commission concerning the present were: Mayor Ror the Lane Council of Gov and Bill Gansler, Staff Governments.

Mayor Paddock of Western Lane County in the County. He said scheduled as top priority

A) Highway 99 from Eugene

B) Highway 101 from

C) Highway 126 from

Mayor Paddock requested rating and indicated the may for Federal Aid un

Mayor Gutman has been on file since 1 made, especially with also mentioned the hazard highway which would be e need that this project

Chairman Jackson the projects up to an e continued that any comm is subject to whether or

Ivan Koerber, C Highway Committee was pr concerned with the sett of the Oregon Coast High he asked the Commission its original concept in that there is no through Lincoln City. This sec especially for school help support the one-cent

Chairman Jackson Highway Program. Mr. K this particular section coming year. There is in today's program in 19

DELEGATIONS

The Lane Council of Governments appeared before the Commission concerning the Six Year Highway Improvement Program. Present were: Mayor Ronel M. Paddock of Oakridge and Chairman of the Lane Council of Governments; Mayor Richard Gutman of Veneta; and Bill Guenzler, Staff Member of the Lane County Council of Governments.

Mayor Paddock handed to the Commission and staff small scale maps of Western Lane County which indicated the three areas of concern in the County. He said the following sections were previously scheduled as top priority projects but now appear to be delayed:

- A) Highway 99 from Junction City to Airport Road in Eugene
- B) Highway 101 from Sutton Lake to Florence
- C) Highway 126 from Veneta to Noti

Mayor Paddock requested that these projects be given a top priority rating and indicated their group would encourage the use of bond money for Federal Aid match.

Mayor Gutman said the proposed project in the Veneta area has been on file since 1970. The present highway is crooked and unsafe, especially with the heavy vehicle and truck traffic. He also mentioned the hazardous railroad crossing on the existing highway which would be eliminated with the new construction. He asked that this project be given a higher priority.

Chairman Jackson stated that the Commission could not move the projects up to an earlier date as funds were not available. He continued that any commitment that the Commission makes beyond 1978 is subject to whether or not the Department receives additional funds.

Ivan Koeber, Chairman of the Oregon Coast Association Highway Committee was present and said their Association is very concerned with the setting back of the Neskowin to Oretown Section of the Oregon Coast Highway in Tillamook County to fiscal year 1982. He asked the Commission to reconsider reinstating this Section to its original concept in the Six Year Plan. Mr. Koeber mentioned that there is no through bus or truck service from Tillamook to Lincoln City. This section of highway is very dangerous to travel, especially for school buses. He indicated their Association will help support the one-cent gas tax increase.

Chairman Jackson asked Mr. Klaboe to comment on the Forest Highway Program. Mr. Klaboe reported that one job is scheduled in this particular section at the cost of 3.2 million dollars for this coming year. There is a second job that was moved back and is listed in today's program in 1982. He mentioned that the Forest Highway

June 29, 1976

Program is to be reviewed this fall by the Forest Service, Federal Highway Administration and the Department, and at that time, consideration will be given to moving this project ahead if it is possible to do so. Chairman Jackson indicated that this was one project he would like to see built as soon as possible.

A delegation from Grants Pass came before the Commission regarding a third bridge over the Rogue River in Grants Pass, Josephine County. Present were: George Cooper, Councilman; Dick White, City Manager Pro Tem; Michael McKillip, Acting Public Works Director; Dave Brashears, Planning Director of Josephine County; and Rich Armour, Josephine County Safety Council.

Dave Brashears handed to the Commission copies of their report covering a third bridge crossing (copy of report on file in the Commission's files, Salem). (Large maps of the proposed bridge site were displayed.) He asked the Commission to include the third bridge in the Six Year Program and pointed out that the third bridge has been under consideration since 1965. The average daily traffic on the two existing bridges is now 43,000 vehicles. Josephine County is the second fastest growing county in the State with approximately 75% of the new growth south of the Rogue River. The new bridge would provide a connection between I-5 and the populated areas south of the river. It would also remove through traffic (including log trucks) through the central business district of Grants Pass. Chairman Jackson said the Department is making every effort to get this project on the Interstate Program. However, the Commission at this time is not in a position to include this in the Six Year Program.

Senator Kenneth Jernstedt and Representative Paul Walden headed a delegation from Hood River concerning the Mount Hood-Willow Flat Project on the Mt. Hood Highway in Hood River County. Others present were: Steve G. Wesche, Administrative Aide; Jerry Routson, County Commissioner and Chairman, Mid-Columbia Economic Development District; Dick Smith, Chairman, Board of Commissioners; Ron Merry, County Engineer, Director of Public Works; and Harper Barnard, Hood River Growers and Shippers Association.

Jerry Routson asked that this project be returned to fiscal year 1977 instead of the proposed fiscal year 1979. The Chairman informed the delegation that within the last couple of days this project was rescheduled in the Six Year Program for the fiscal year 1977.

AERONAUTICS DIVISION

Mr. Burket introduced Mr. C. Gilbert Sperry, State President, Oregon Pilots Association, Corvallis.

The Commission considered a request for the Division to appear before the Emergency Board for approval of a settlement agreement for the Siletz Bay State Airport in Lincoln County and to

authorize an increase of \$61,120 in the Aeronautics Capital Construction limitation. Mr. Burket said the settlement agreement is for acquisition of property and settlement of a breach of contract and damage suit filed against the State by Charles and Lucy McKenzie. The Commission approved the request as recommended.

Attention was given to the adoption of a financial aid to municipalities manual as the procedural guidelines for administering the program. Mr. Burket explained that this had been adopted by the Commission as a temporary administrative rule at the February 26, 1975, meeting but it has been determined now by the Attorney General's office that this does not have to be adopted as an administrative rule. Mr. Burket said the manual provides for allocation of available funds on a once-a-year basis, setting of priorities of requests for projects according to the Oregon Aviation System Plan and other criteria, formalizes the application procedure and proposes a "Grant Agreement" document being executed by the municipality when granted State funds for airport development. It appears that the airport development aid program bill will soon be approved by Congress. There are many municipalities that have indicated their need for State funds. The Commission adopted the manual. (Copy on file in the Commission's files, Salem.)

MASS TRANSIT DIVISION

Consideration was given to an agreement with the United Senior Citizens of Bend for conducting an experimental transportation project in the Bend area. Mr. Moore mentioned that the project is to be conducted under the guidelines established by the Commission on December 16, 1975. The project will test the feasibility of expanding public transportation in Bend. The total cost is \$26,725 with the State contributing \$6,831. Upon his recommendation, the Commission approved the agreement.

Mr. Moore reported on the Federal legislation for public transportation in the smaller areas. He stated as late as 1950 almost every community in the State over 10,000 population had a public transportation system serving area residents. Since that time, due to spiraling costs, declining ridership, poor equipment, etc., services have diminished. He recalled that in 1974 Congress passed the National Mass Transportation Assistance Act which included a multi-billion dollar operating assistance program for transit systems in the larger cities over 50,000 population and the same legislation provided for the use of up to \$500 million for capital assistance to areas outside of urbanized areas under 50,000 population. He said this action was virtually useless to Oregon since capital assistance was already available for small city transit systems. During 1975 the United States Senate passed S.562 which allowed the \$500 million previously allocated to capital assistance to also be used for operating assistance outside urbanized areas. Currently, the Surface Transportation Subcommittee of the House Public Works Committee is considering House Resolution 3155 which would allow up to \$250 million for operating assistance in small areas. Mr. Moore mentioned that on his recent trip to Washington, D. C., to attend the AASHTO meeting he had the opportunity to present Oregon's case for the passage of HR 3155. Mr. Moore said he entered

June 29, 1976

into the record a letter from Mr. Burco with the Oregon Senate Memorial 10 and the Department has received assurances from most of Oregon's congressional delegation in support of Senate Bill 662 or HR 3155. He said small city bus services are an important part of a Statewide network of public transportation which will be necessary to the residents of Oregon and the needed service for a substantial part of the State's population.

MOTOR VEHICLES DIVISION

Harvey Ward reported that on July 1, 1976, the Division will start issuing photo driver's licenses.

DEPARTMENT OF TRANSPORTATION DIRECTOR'S REPORT

The Commission set Tuesday, July 27, 1976, as the date for the next regular meeting.

Attention was given again to the Six Year Highway Program. (Continued from page 1572) Mr. Burco said that staff has considered the public input from the meetings as well as Federal legislation which was received recently before the preliminary plan was issued. There was a major change in the 1976 Federal Highway Act that allowed the States to do major preservation-type work (maintenance) on a variety of systems that were covered by Federal Aid. As a result of this, staff has looked at the first two years of the program in terms of what might be done if the Department allocated one-third to one-half of the funds available for primary and secondary systems to this preservation-type activity which would be resurfacing, critical bridge replacements, etc. These types of projects were not in the initial Six Year Plan developed last year because they were not legal. He said that they do represent an extremely high priority for the preservation of the existing system. Mr. Burco indicated it is staff's feeling that the Department is entirely consistent with the intent of the State Legislature in orienting the first two years of the program more heavily to preventive-type maintenance activities.

Following Mr. Burco's recommendation, the Commission took the following action:

- 1) Adopted a two year construction program with one-third to one-half of available funds going for the preservation of the present highway system.
- 2) Authorized the contracting of projects listed for the fiscal years 1977-1978 contingent upon the availability of State matching funds.

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The Chairman

6/2/76
Services

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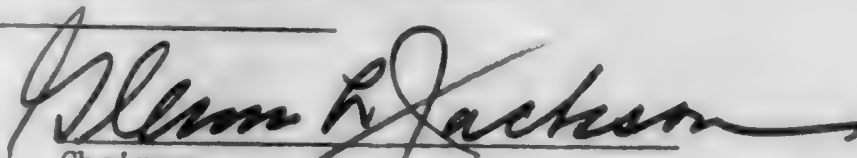
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- 3) Deferred action on projects listed for the fiscal years 1979-1982 and later, because revenue projections based on current revenue sources indicate that the program cannot be financed.
- 4) Authorized preliminary engineering necessary to advance other projects for 1979-1982 following presentation of proposed new funding programs for highway construction projects to the 1977 Legislature.

(Copy of the Six Year Highway Improvement Program July 1, 1976, to June 30, 1982, dated June 29, 1976, on file in the Commission's files, Salem.)

The Chairman adjourned the meeting at 11:35 a.m.


Chairman


Commissioner

Commissioner

Commissioner

Commissioner



Commission Services

EXHIBIT AMINUTES OF JUN 29 1976

TO:

Oregon Transportation Commission

SUBJECT:

Report of Actions Taken Under Delegated Authority

(1)

OPTIONS TO PURCHASE REAL PROPERTY

<u>File</u>	<u>Name</u>	<u>Consideration</u>
47919	Timber Service Company	\$ 15,350.00
48692	Moore, Vivian N.	500.00
48781	Malarkey, M. O.	2,040.00
48824	State of Oregon, Division of State Lands	
48868	Bergren, Millard E. & Josephine L.	450.00
1E-19.27	H2 B3 Properties, Inc.	600.00
	6 Transactions	\$ 18,940.00

5/27/76
Approved: [Signature]
Asst. State Hwy. Engr

By your duly adopted delegated order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve the options listed above (6) and report this action for your official records.

Dated this 28 day of May, 1976

[Signature]
Glenn L. Jackson, Chairman
OREGON TRANSPORTATION COMMISSION

EXHIBIT A

MINUTES OF JUN 29 1976

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) OPTIONS TO PURCHASE REAL PROPERTY

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
46552	Herman, Artle Lee & Elizabeth	\$ 1,447.70
47542	Burlington Northern, Inc.	250.00
48485	Jackson, W. L., et al	1,170.00
48695	McGirr, Leland	0.00
48805	Rice, William E., et al	18,500.00
48857	Klamath County	8,025.00
2Y-184.29E	Grauel, Fred H. & Lavella M.	270.00
	Carlson, Charles E.	0.00
2Y-184.29	Honald, Inc.	1,930.00
6-202.58	Temple, Morris S.	4,980.00
	Hopkins, Beverly Jean	
	9 Transactions	\$ 36,572.70

- (2) Agreement with Klamath County for providing right of way services in connection with the acquisition of right of way for the Hildebrand-Forest Service Boundary Section of Squaw Flat County Road in Klamath County. Project 47.
- (3) Memorandum of Understanding with the U.S. Forest Service concerning access requirements for the Oregon Dunes National Recreation Area along the Oregon Coast Highway between Florence and North Bend. The Highway Division is to conduct a feasibility study and develop a plan for access improvement. The total estimated cost of \$6,000 for the study and report is to be reimbursed by the U.S. Forest Service. (County-City Unit)
- (4) Letter-form agreement with Multnomah County for installation of railroad protection at North Portland Road-BNRR Crossing No. 50-006.98-C. The project is eligible for 90% Federal Aid Funding under Section 203 of Title II, Highway Safety Act of 1973. Total estimated cost for the work is \$40,000. Matching monies will be 7½% State Grade Crossing Protection Fund (\$3,000) and 2½% County Funds (\$1,000) with no expense to the Highway Division. (County-City Unit)

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve the above four actions and report this for your official records.

Dated this 28 day of May 1976.

Glenn L. Jackson
Glenn L. Jackson, Chairman
Oregon Transportation Commission

5/24/76
[Signature]
Asst. State Hwy. Engr.

APPROVED

[Signature]
STATE HIGHWAY ENGINEER

DATE: 5-27-76

EXHIBIT A

MINUTES OF JUN 29 1976

REPORT OF CONFIRMATION OF TELEPHONE ACTION UNDER DELEGATED AUTHORITY

No. 1 Project Clackamas River (McLoughlin) Bridge Section
(Contract No. 8359)
Type of Work Maintenance Painting F.A. Proj. No. State
County Clackamas Highway Pacific East
Industrial Painting & Sand-Blasting
No. of Bidders 1 Low Bidder Co., Oregon City
Low Bid \$ 197,000.00

Engineer's Recommendation:

Award to low bidder.

No. 2 Project Columbia River (Astoria) Bridge Section
Type of Work Maintenance Painting F.A. Proj. No. State
County Clatsop Highway Oregon Coast
No. of Bidders 2 Low Bidder C. H. Savage Co., Portland
Low Bid \$ 284,800.00

Engineer's Recommendations: Reject all bids as being too high.

No. 3 Project Silver Point Slide Section
(Contract No. 8361)
Type of Work 0.29 mile Slide Correction F.A. Proj. No. ER-281(4)
County Clatsop Highway Oregon Coast
No. of Bidders 5 Low Bidder Osburn & Davis Constr. Co., Boring
Low Bid \$ 137,182.00

Engineer's Recommendations: Award to low bidder as soon as approval is received from FHWA.

APPROVED BY CHAIRMAN
GLENN L. JACKSONDATE June 4, 1976

EXHIBIT A
MINUTES OF JUN 29, 1976

No. 4 Project Bullards Bridge Section
Type of Work Maintenance Painting F.A. Proj. No. State
County Coos Highway Oregon Coast
No. of Bidders 1 Low Bidder Industrial Painting & Sand-Blasting Co., Oregon City
Low Bid \$ 263,200.00

Engineer's Recommendation:

Reject all bids as being too high.

No. 5 Project Fairgrounds Intchge.-Roberts Creek Section
(Contract No. 8363)
Type of Work 4.55 miles G-P-Barriers & Signing F.A. Proj. No. I-5-2(83)119
County Douglas Highway Pacific
No. of Bidders 2 Low Bidder S. D. Spencer & Son, Vancouver, WA
Low Bid \$ 1,438,555.50

Engineer's Recommendations: Award to low bidder as soon as approval is received from FHWA.

No. 6 Project Drain-Rock Creek Section
(Contract No. 8364)
Type of Work 2.73 miles G-P-Str.-Signing F.A. Proj. No. State
County Douglas Highway Umpqua
No. of Bidders 7 Low Bidder S. D. Spencer & Son, Vancouver, WA
Low Bid \$ 1,779,674.38

Engineer's Recommendations: Award to low bidder.

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE June 4, 1976

EXHIBIT A
MINUTES OF JUN 29 1976

No. 10 Project Old Hwy. 101-Rose Lodge Section
(Contract No. 8368)
Type of Work 4.08 miles Paving F.A. Proj. No. RS-605(2)
County Lincoln Highway FAS 146 (North Bank Road)
No. of Bidders 2 Low Bidder Oceanlake Paving Co., Lincoln City
Low Bid \$ 224,680.43

Engineer's Recommendation: Award to low bidder as soon as approval is received from FHWA and Lincoln County, and deposit of \$28,100.00 is received from County.

No. 11 Project Grass Valley Rock Production
(Contract No. 8369)
Type of Work Rock Production F.A. Proj. No. State
County Sherman Highway Sherman
No. of Bidders 6 Low Bidder Horton Bros., Inc., Brookings
Low Bid \$ 53,570.00

Engineer's Recommendations: Award to low bidder.

See page 1615 of minutes for additional information.

No. 12 Project Tillamook River (Burton) Bridge Section
(Contract No. 8370)
Type of Work 0.8 miles Grade, Pave, Structure F.A. Proj. No. OS-2900(1)
County Tillamook Highway County Road
No. of Bidders 6 Low Bidder Ross Bros. Construction Inc., Salem
Low Bid \$ 357,957.50

Engineer's Recommendations: Award to low bidder as soon as approval is received from FHWA and Tillamook County, and deposit of \$90,000.00 is received from County.

APPROVED BY CHAIRMAN
GLENN L. JACKSON

DATE June 4, 1976

EXHIBIT A
MINUTES OF JUN 29 1976

No. 13 Project Ukiah Rock Production
(Contract No. 8371)
Type of Work Rock Production F.A. Proj. No. State
County Umatilla Highway Pendleton & John Day
No. of Bidders 4 Low Bidder Horton Bro., Inc., Brookings
Low Bid \$ 58,927.00
Engineer's Recommendation: Award to low bidder.

and 1650
See pages 1615/of minutes for additional information

No. 14 Project Meacham Rock Production
(Contract No. 8372)
Type of Work Rock Production F.A. Proj. No. State
County Umatilla & Union Highway Old Oregon Trail
No. of Bidders 6 Low Bidder Horton Bros., Inc., Brookings
Low Bid \$ 104,250.00
Engineer's Recommendations: Award to low bidder.

and 1650
See pages 1615/of minutes for additional information

No. 15 Project Spring Cr.-Lostine Section and
Joseph (Alder & First Sts., McCully Ave.) Sect.
(Contract No. 8373)
Type of Work 5.14 miles Grade & Pave F.A. Proj. No. State
County Wallowa Highway Wallowa Lake & City Streets
No. of Bidders 7 Low Bidder Roy L. Houck Constr. Co., Salem
Low Bid \$ 399,160.00
Engineer's Recommendations: Award to low bidder.

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE June 4, 1976

EXHIBIT A
MINUTES OF JUN 29 1976

No. 16 Project The Dalles-Fifteenmile Creek Section
(Contract No. 8374)
Type of Work 5.87 mi. Pave, Barriers & Signing F.A. Proj. No. I-80N-3(72)82
County Wasco Highway Columbia River
No. of Bidders 8 Low Bidder Coral Corporation, Gladstone
Low Bid \$ 535,570.10

Engineer's Recommendation: Award to low bidder as soon as approval is received from FHWA.

No. 17 Project Rowena Intchge. Section
(Contract No. 8375)
Type of Work 0.49 mi. Gr.-Pave-Str.-Sign F.A. Proj. No. I-80N-3(73)74
County Wasco Highway Columbia River
No. of Bidders 1 Low Bidder Babler Bros. Inc., Portland
Low Bid \$ 647,280.00

Engineer's Recommendations: Award to low bidder as soon as approval is received from FHWA.

No. 18 Project Thatcher Rd.-23rd Ave. (Forest Grove) Section
(Contract No. 8376)
Type of Work 0.46 mi. Grade, Pave, Signing F.A. Proj. No. M-5020(2)
County Washington Highway FAU 5020 (Gales Cr. Rd.)
No. of Bidders 3 Low Bidder Cascade Constr. Co., Inc., Portland
Low Bid \$ 185,829.05

Engineer's Recommendations: Award to low bidder as soon as approval is received from FHWA and the City of Forest Grove, and deposit of \$23,500.00 is received from City.

APPROVED BY CHAIRMAN
GLENN L. JACKSON
DATE June 4, 1976

EXHIBIT A
MINUTES OF JUN 29 1976

No. 19 Project SE 13th Ave.-Rood Bridge Rd. (Hillsboro) Sect.
(Contract No. 8377) M-0005(1) &
Type of Work 1.5 mi. Gr., Pave, Sign & Signals F.A. Proj. No. M-0017(1)
County Washington Highway FAU Rtes. 0005 and 0017
No. of Bidders 4 Low Bidder Cascade Constr. Co., Inc., Portland
Low Bid \$ 829,090.86

Engineer's Recommendation: Award to low bidder as soon as approval is received from FHWA and the City of Hillsboro, and deposit of \$108,500.00 is received from City.

On June 4, 1976, I accepted the State Highway Engineer's recommendations for award of projects on which bids were received May 27, 1976, and authorized him to sign the contracts when conditions for the awards have been met.

Dated this 8th day of June, 1976

Glenn L. Jackson
Glenn L. Jackson, Chairman
Oregon Transportation Commission

EXHIBIT A
MINUTES OF JUN 29 1976

TO: Oregon Transportation Commission

SUBJECT: Report of Confirmation of Telephone Action Taken
Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the action listed below by telephone on June 2, 1976, and report this action for your official records.

Option for 21.62 acres of land from Robert Witzig for control of access on the North Corvallis Section of the Pacific Highway for a consideration of \$130,573.00. File 49113

Dated this 8th day of June 1976
Islem L Jackson
Chairman, Oregon Transportation Commission

EXHIBIT A
MINUTES OF JUN 29 1976

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

(1) OPTIONS TO PURCHASE REAL PROPERTY

<u>File</u>	<u>Name</u>	<u>Consideration</u>
18513	KQEN Broadcasting, Inc.	\$ 33,103.00
40528	Lazaroni, Anne	3,500.00
47897	Nelson, Wiley & Bertha	896.00
48704	Friesen, Clarence W. & Gertrude A.	150.00
48755	Hammerbeck, Wm. O. & Elsa K.	900.00
48804	Konrad, Frank & Anna H.	1,100.00
	6 Transactions	\$ 39,649.00

- (2) Agreement for cooperative work with the U.S. Forest Service for consolidating ownerships and increasing the efficiency of management.

Approved 6/4/76
[Signature]
Asst. State Hwy. Engr

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve the above two actions and report this for your official records.

Dated this 8th day of June, 1976.
[Signature]
Glenn L. Jackson, Chairman
Oregon Transportation Commission

APPROVED
[Signature]
DEPUTY STATE HIGHWAY ENGINEER
Date 6-3-76

EXHIBIT A

MINUTES OF JUN 29 1976

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

(1) OPTIONS TO PURCHASE REAL PROPERTY

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
48859	Duffy, Norman J., et al	\$ 150.00
49127	Steiner, Robert F. & Vida P. & Swank, Ronald D. & Florence A.	360.00
1-217.66 &		
1-219.35	The 3 J's Truck Stop, Inc.	10,660.00
1-219.35	Jeffries, David L. & Mary J.	2,340.00
1W-118.17	Obie Outdoor Advertising Co.	300.00
	5 Transactions	\$ 13,810.00

- (2) Agreement with Multnomah County to perform the Rocky Butte Shop Study in connection with the functional replacement from the Washington State Line-NE Siskiyou Section of the East Portland Freeway. File 46993.

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve the above two actions and report this for your official records.

Dated this 21 day of June, 1976.

Approved 6/10/76
[Signature]
Asst. State Hwy. Engr

[Signature]
Glenn L. Jackson, Chairman
Oregon Transportation Commission

APPROVED
[Signature]
STATE HIGHWAY ENGINEER
DATE: 6-11-76

TO: Oregon Transportation Commission

EXHIBIT A

SUBJECT:

Report of Actions Taken Under Delegated Authority

MINUTES OF

JUN 29 1976

(1) OPTIONS TO PURCHASE REAL PROPERTY

<u>Number</u>	<u>Name</u>	<u>Consideration</u>
40526	Farris, Almena T.	\$ 2,150.00
40549	Bullard, Albert B. & Albert C.	100.00
47008	Petre, W. H.	100.00
48757	Seawright, Earl N. & Jeanne M.	21,500.00
48770	Johnson, Hanna E.	50.00
48784	Mikesh, John L. & Bernice E.	
	Pollard, Robert W. & Patricia F.	4,000.00
48867	Holmes, Lester A. & Doris	120.00
48977	Sauer, Jack L. Josephine V.	200.00
1-278.43		
1-278.96	Thompson, Chavner	1,650.00
	9 Transactions	\$ 29,870.00

- (2) Grant of Access: Unrestricted as to use at Station 429+04 on the Pleasant Hill-Lost Creek Section of the Willamette Highway, Lane County, to Merlin R. Stam, et al, consideration \$5,000.00. File 12935.

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approve all actions listed above and report this action for your official records.

Dated this 22 day of June, 1976

Glenn L. Jackson
Glenn L. Jackson, Chairman
Oregon Transportation Commission

Approved 6/17/76
[Signature]
Asst. State Engr. Regr.

EXHIBIT C

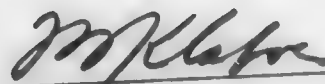
MINUTES OF JUN 29 1976

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the actions listed below and report this for your official records:

- 1) On May 21, 1976, established a 50 MPH speed zone on the Albany-Corvallis Highway northeast of Corvallis in Benton County from M.P. 2.17 (150 ft. south of Circle Blvd.) to M.P. 4.00 (0.05 mi. north of Melody Ave.) including two school crossing zones. (See Speed Zone Order No. 728)
- 2) On May 21, 1976, prohibited parking on the right side of the Wallowa Lake Highway from M.P. 0.63 to M.P. 0.68 in front of the new completed Country Kitchen restaurant in Union County.



F. B. Klaboe
Administrator and Highway Engineer

- 3) On April 28, 1976, approved an agreement with Southern Pacific Transportation Company covering the South Sixth Street Railroad Overcrossing (Klamath Falls) Section of the Klamath Falls-Lakeview Highway in Klamath County.



F. B. Klaboe
Administrator and Highway Engineer

EXHIBIT C
MINUTES OF JUN 29 1976

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approved the actions listed below and report this for your official records:

- 1) On June 10, 1976, established the following speed zones on the Klamath Falls-Lakeview Highway in the community of Bly in Klamath County: 40 MPH from M.P. 53.17 to M.P. 53.46 and 30 MPH from M.P. 53.46 to M.P. 54.17. (See Speed Zone Order No. 729)
- 2) On June 11, 1976, prohibited parking on a section of the Pacific Highway East from the Labish Gardens Road intersection (M.P. 44.34) to the north city limits of Salem (M.P. 45.64) in Marion County.

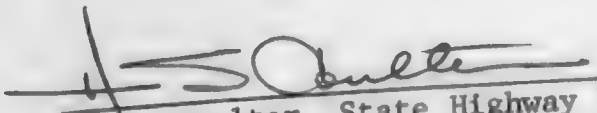

H. S. Coulter, State Highway Engineer
Dated this 25th day of June, 1976

EXHIBIT C

MINUTES OF JUN 29 1976

REPORT OF ACTIONS UNDER DELEGATED AUTHORITY BY
STATE HIGHWAY ENGINEER

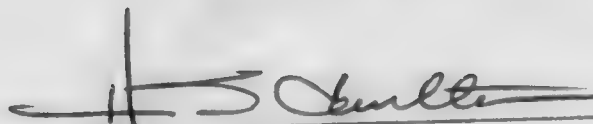
On behalf of the Commission and under its authority delegated to me to award contracts when conditions have been fulfilled, I awarded the following contracts:

- 1) Work on DeFord Creek Bridge Section of FAS 124 in Linn County. Bids received April 29, 1976. Contract No. 8348 awarded June 1, 1976, to Barnhardt and Platt, Inc., Salem, at \$152,088.
- 2) Slide correction on Silver Point Slide Section of the Oregon Coast Highway in Clatsop County. Bids received May 27, 1976. Contract No. 8361 awarded June 4, 1976, to Osburn & Davis Construction Co., Boring, at \$137,182.
- 3) Work on Fairgrounds Interchange-Roberts Creek Section of the Pacific Highway in Douglas County. Bids received May 27, 1976. Contract No. 8363 awarded June 4, 1976, to S. D. Spencer & Son, Vancouver, Washington, at \$1,438,555.50.
- 4) Work on Heather Station-The Dalles-California Highway Junction Section of the Willamette Highway in Lane and Klamath Counties. Bids received May 27, 1976. Contract No. 8367 awarded June 4, 1976, to R. A. Hatch Co., Bend, at \$418,944.
- 5) Work on Tillamook River (Burton) Bridge Section of Market Road No. 15 in Tillamook County. Bids received May 27, 1976. Contract No. 8370 awarded June 7, 1976, to Ross Bros. Construction, Inc., Salem, at \$357,957.50.
- 6) Work on The Dalles-Fifteenmile Creek Section of the Columbia River Highway in Wasco County. Bids received May 27, 1976. Contract No. 8374 awarded June 4, 1976, to Coral Corporation, Gladstone, at \$535,570.10.
- 7) Work on Rowena Interchange Section of the Columbia River Highway in Wasco County. Bids received May 27, 1976. Contract No. 8375 awarded June 4, 1976, to Babler Bros., Inc., Portland, at \$647,280.
- 8) Work on Thatcher Rd.-23rd Ave. (Forest Grove) Section of FAU 5020 (Gales Creek Road) in Washington County. Bids received May 27, 1976. Contract No. 8376 awarded June 7, 1976, to Cascade Construction Company, Inc., Portland, at \$185,829.05.

EXHIBIT C

MINUTES OF ~~JUN 29~~ 1976

- 9) Work on S.E. 13th Avenue-Rood Bridge Road (Hillsboro) Section of FAU Routes 0005 and 0017 in Washington County. Bids received May 27, 1976. Contract No. 8377 awarded June 7, 1976, to Cascade Construction Company, Inc., Portland, at \$829,090.86.
- 10) Paving Old Highway 101-Rose Lodge Section of FAS 146 (North Bank Road) approximately 0.3 mile north of Otis in Lincoln County. Bids received May 27, 1976. Contract No. 8368 awarded June 25, 1976, to Oceanlake Paving Co., Lincoln City, at \$224,680.43.


H. S. Coulter
State Highway Engineer
Dated this 25th day of June, 1976

6-25-76

EXHIBIT C
MINUTES OF JUN 29 1976

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

<u>Contractor and Contract No.</u>	<u>Section and Highway</u>	<u>Acceptance Date</u>
Peter Kiewit Sons' Co. No. 7857	Ladd Canyon-North Powder, Union County	June 10, 1976
Morse Bros., Inc. No. 8177	Orchard Drive-Washington St. (Dallas), Polk County	June 14, 1976
Hansen Electric Co. No. 8174	Portland Area Signal Project, Multnomah County	June 21, 1976
Hansen Electric Co. No. 8283	"A" Ave. at 8th St. (Lake Oswego), Clackamas County	June 21, 1976
L. K. Comstock & Co., Inc. No. 8114	Diamond Lake Blvd.-Lane Ave. (Roseburg), Douglas County	June 21, 1976

approved:

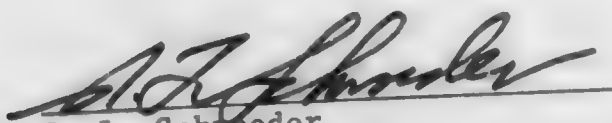


EXHIBIT C
MINUTES OF JUN 29 1976

TO: Oregon Transportation Commission
SUBJECT: Confirmation Report of Action Taken
Under Delegated Authority

Pursuant to authority delegated to me, I report the following action for the Transportation Commission's records:

On June 14, 1976, I approved the temporary parking prohibition of vehicles along both sides of the Santiam Highway near the Indian Ford Area in Deschutes County from M.P. 94.27 to M.P. 95.43. The duration of this prohibition will be from 8 a.m. on June 14, 1976, to 5 p.m. on June 22, 1976.


R. L. Schroeder

Assistant State Highway Engineer
for Operations

(Approved by Mr. Schroeder in the
absence of the State Highway Engineer
and Deputy Engineer)

Dated this 25 day of June, 1976

EXHIBIT E
MINUTES OF ~~JUN~~ 29 1976

TO: Oregon Transportation Commission
SUBJECT: Report of Actions Taken Under Delegated Authority

By duly adopted delegation order you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I report the following for your official records:

On behalf of the Commission and under its authority delegated to me to make formal offers to purchase real property in preparation for condemnation, I approved making the following:

DRAIN-ANLAUF SECTION, UMPQUA HIGHWAY - DOUGLAS COUNTY

R-48968 - William C. Wooley et ux. 0.32 acre for permit of entry for bridge construction. Offer \$3,750.00.

GRANTS PASS-NEW HOPE ROAD SECTION, JACKSONVILLE HIGHWAY - JOSEPHINE COUNTY

R-40515 - Ivan C. Butcher et al. Parcel 1: 0.11 acre for right of way purposes; Parcel 2: 0.07 acre for permanent easement for irrigation facilities, power lines and slopes. Offer \$7,000.00.

R-40520 - Eleanor James Frank et al. Parcel 1: 0.06 acre for right of way purposes; Parcel 2: 0.05 acre for permanent easement for slopes and irrigation facility. Offer \$2,600.00.

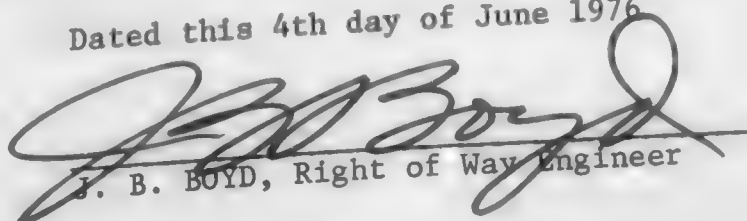
R-40522 - Gordon E. Caldwell et al. Parcel 1: 0.14 acre for right of way purposes; Parcel 2: 0.03 acre for permanent easement for slopes and utilities. Offer \$3,600.00.

R-41429 - Sidney Frank et al. Parcel 1: 0.01 acre for right of way purposes; Parcel 2: 0.02 acre for permanent easement for slopes, irrigation facilities and power lines. Offer \$550.00.

WEST PORTLAND PARK AND RIDE SECTION, PACIFIC HIGHWAY - MULTNOMAH COUNTY

R-48535 - Ackerley Communications, Inc. 8600 sq. ft. for sign interest. Offer \$4,000.00.

Dated this 4th day of June 1976


J. B. BOYD, Right of Way Engineer

June 21, 1976

EXHIBIT E
MINUTES OF JUN 29 1976

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

The Administrator and State Highway Engineer, acting under delegated authority from the Oregon Transportation Commission, authorized Mr. Boyd in his official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, he approved the actions listed below and reports this action for your official records:

- (1) Sale of 0.05 acres excess property on the Park Street-Tolman Creek Road Section of the Green Springs Highway in Jackson County for a minimum consideration of \$550.00. File 46263. Approved on May 19, 1976, by Mr. Boyd.
- (2) Sale of 5.17 acres excess property on the Dayton-Amity Section of the Pacific Highway West in Yamhill County for a minimum consideration of \$2,600.00. File 3287. Approved on June 2, 1976, by Mr. Boyd.
- (3) Sale of 1.9 acres excess property on the Hermiston-Hinkle Section of the Hermiston Highway in Umatilla County to the Hermiston School District for a minimum consideration of \$1,900.00. File 31460 (L-3684). Approved on June 2, 1976, by Mr. Boyd.
- (4) Sale of 3.9 acres excess property on the Hermiston-Hinkle Section of the Hermiston Highway in Umatilla County for a minimum consideration of \$3,900.00. File 31461. Approved on June 2, 1976, by Mr. Boyd.
- (5) A Quitclaim deed to Sandra Beebe, Adeline Knife, and Lucille Melson releasing any interest the State might have in their property by virtue of a possible overlap in description of the Delmar-China Camp Section of the Coos Bay-Roseburg Highway in Coos County. File 14226. Approved on June 3, 1976, by Mr. Boyd.
- (6) Sale of 7.88 acres excess property in three parcels for a minimum consideration of \$7,880.00. These parcels are on the abandoned location of the Hermiston-Hinkle Section of the Hermiston Highway in Umatilla County. File 31459 (L-3691). Approved on June 4, 1976, by Mr. Boyd.
- (7) Sale of 1440 square foot parcel of excess land from a stockpile site to the Charleston Sanitary District for the appraised value of \$600.00. The property is south of the south end of the South Slough Bridge. File 6751. Approved on June 4, 1976, by Mr. Boyd.

EXHIBIT E
MINUTES OF JUN 29 1976

- (8) Agreement with Wildish Land Company regarding use and protection of haulroads to be used by the public for access to swimming holes on the middle fork of the Willamette River in Lane County. File 17053-5-6. Approved on June 9, 1976, by Mr. Boyd.
- (9) Sale of 19.95 acres of excess property on the Gervais-Hayesville Section of the Pacific Highway in Marion County for a minimum consideration of \$12,000.00. File 20889. Approved on June 18, 1976, by Mr. Boyd.
- (10) Sale of 1.84 acres excess property on the Sutton Lake-Florence Section of the Oregon Coast Highway in Lane County for a minimum consideration of \$13,000.00. File 46999. Originally approved by Commission at \$16,000.00 on March 1, 1974. Reappraised when property did not sell. Approved on June 18, 1976, by Mr. Boyd.
- (11) Sale of 1.43 acres excess property on the former route of the Athena-Washington State Line Section of the Oregon-Washington Highway to Umatilla County for highway related purposes for one-half the appraised value of \$575.00. File S-245. Approved on June 18, 1976, by Mr. Boyd.
- (12) Sale of 10.82 acres excess property on the Hermiston-Hinkle Section of the Hermiston Highway in Umatilla County for a minimum consideration of \$1,625.00. Files 31461 and 31467. Approved on June 18, 1976, by Mr. Boyd.
- (13) Construction and maintenance agreement with the Oregon Electric Railway Company for the construction of signals and gates at the crossing of Cornelius Pass Road and the right of way of the railroad. Approved on June 18, 1976, by Mr. Boyd.

Dated this 22 day of June 1976

John R. Oakes
John R. Oakes, Assistant Right of Way
Engineer

EXHIBIT G
MINUTES OF JUN 29 1976

REPORT OF CONDEMNATION CASES TRIED

Defendant	State's Highest Testimony or offer before filing Complaint	Defend- ants' lowest demand	Verdict	Attorney Fees
R. M. MacTarnahan) L-6967) R-46037) and) Oregon-Washington Lmbr.) L-6952) R-46039)		Reversal of Trial Court Judgment	Judgment on the Mandate	None on Appeal

Section: North Tigard Interchange-Hubbard Interchange
Highway: Pacific
County: Washington
Approved by: Walter L. Barrie

Date: June 7, 1976

EXHIBIT G
MINUTES OF ~~JUN 29~~ 1976

REPORT OF CONDEMNATION CASES SETTLED

Defendant	State's Offer	State's Highest Appraisal	Amount of Settlement
Rudy Calaba	\$675.00	\$675.00	\$1,700.00

L-7006
R-48150

Section: Rickreall-Independence Junction
Highway: Willamina
County: Polk
Approved by: Walter L. Barrie

Date: June 7, 1976

E. R. Powell

\$8,700.00 \$10,900.00 \$12,500.00

L-7207
R-41972

Section: Drain-Anlauf
Highway: Umpqua
County: Douglas
Approved by: Walter L. Barrie

Date: June 22, 1976.

REPORT OF SETTLEMENT OR DISPOSITION OF CASES OTHER THAN CONDEMNATION

Plaintiff	Defendant	Cause of Action	Demand of Plaintiff
State of Oregon	Donald Despres	Property Damage	\$105.47

L-7333

County: Hood River

Disposed of by: Amount sued for paid in full.

State of Oregon	David G. Arney	Property Damage	\$369.72
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L-7330

County: Marion

Disposed of by: Amount sued for plus costs paid in full.

Jordan Wells	State of Oregon	Tort and Inverse Condemnation	\$25,000 for each action
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L-7233

County: Lincoln

Disposed of by: Settlement of \$3,550 for each action.

EXHIBIT

G

MINUTES OF JUN 29 1976

REPORT OF CASES FILED BY AND AGAINST DEPARTMENT OF TRANSPORTATION

L-7341 M. Donald Walters, et al. v. J. David Jensen, et al, and State of Oregon: This is a suit to foreclose some property owned by Mr. Jensen. The State Highway Division has obtained a judgment against Mr. Jensen for damage to state park property and the judgment is a lien on the property that is subject to foreclosure.

The file has been referred to the Attorney General's office for handling. (Coos County)

L-7346 John R. Bouse v. Western Management Association, Inc., et al, and State of Oregon: This lawsuit arises out of an accident that occurred on November 15, 1974. The plaintiff's vehicle high centered itself on a sewer manhole which protruded above the surface of the ground. Investigation by the Highway Division personnel indicates that the manhole is not located on any property under the control of the Highway Division. Nevertheless, the Division has been named as a party defendant. The amount of the lawsuit is \$103,634.25.

The matter has been referred to the State's insurance carrier for the defense of the State. (Property in Beaverton, Washington County)

L-7347 Gwendolyn L. Bouse v. Western Management Association, Inc., et al, and State of Oregon: This lawsuit arises out of the same fact situation as recited for L-7346. The amount of the lawsuit is \$152,558.88.

The matter has been referred to the State's insurance carrier for the defense of the State.

L-7348 Jonathan R. Bouse v. Western Management Association, Inc., et al, and State of Oregon: This lawsuit arises out of the same fact situation as recited for L-7346. The amount of the lawsuit is \$5,000.

The matter has been referred to the State's insurance carrier for the defense of the State.

L-7349 Laura A. Bouse v. Western Management Association, Inc., et al, and State of Oregon: This case arises out of the same fact situation as recited in L-7346. The amount of the lawsuit is \$7,500.

The matter has been referred to the State's insurance carrier for the defense of the State.

EXHIBIT G
MINUTES OF JUN 29 1976

L-7350 Jesse Cooper, et ux v. State, et al: This involves damages in the amount of \$15,000. The damages are alleged to be to the plaintiff's residence and resulted from blasting damages by the contractors, J. C. Compton Co., G. D. Dennis & Sons, Inc. and John B. Gilliland Construction, Inc. The damages allegedly occurred prior to May 27, 1970. (Mt. Hood Loop Highway No. 26, Clackamas County) Contract 7343

The matter has been referred to the State's insurance carrier for the defense of the State.

L-7351 M. C. Lininger & Sons, Inc. v. State: This is a suit for Breach of Contract and arises out of Contract No. 7709. The plaintiff was the prime contractor and the subcontractor on the job that supplied certain materials to the plaintiff was Vern Hoaglin Construction Co., Inc. There were liquidated damages involved in the final payment of the contract and the prime contractor reduced payment to the subcontractor in the amount of the liquidated damages. The subcontractor has sued the prime contractor (M. C. Lininger & Sons) for the amount of the liquidated damages (\$19,050) and the prime contractor has in turn sued the State for the same amount.

The matter has been referred to the Attorney General's office for the defense of the State. (Jackson County, Pacific Highway)

EXHIBIT H
MINUTES OF JUN 29 1976

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken
Under Delegated Authority

Pursuant to authority delegated to me, I report the following action for the Transportation Commission's records:

On June 25, 1976 \$ 2,419,077.52 was distributed to the counties as their share of motor vehicle revenues (20 percent) for the month of May, 1976
(List of apportionments on file in Commission Files, Salem.)

On June 30, 1976, \$ 1,534,779.84 (12 percent of the Highway Fund) was distributed to the cities for the month of May, 1976
(List of apportionments on file in Commission Files, Salem.)

Dated this 15th day of June, 1976

V. E. Skoog
V. E. Skoog, Controller
Highway Division

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Department of Transportation

Title of Record Series: Commission Meeting Minutes

Arrangement
of Records: Chronological

Index:

INDEXING: Begins with 7-1-75 Ends with: 6-30-76

FLASH CARDS: Begin / end

Remarks: Volume 3, Part 1 and 2.

Reel No. 14 Reduction Ratio 21 X Project No. _____

Camera: Name Bell/Hawell Model Telemaster Film 16 A#4

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 6 day of January 8 72 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature

Gayla Anderson